

Final Environmental Impact Report for the

# Gless Ranch Proposed Shopping Center

SCH No. 2010121049



FEBRUARY 2012

PREPARED FOR:

**City of Riverside**  
Community Development Department  
Planning Division  
3900 Main Street, Third Floor  
Riverside, CA 92522

PREPARED BY:

**DUDEK**  
1650 Spruce Street, Suite 240  
Riverside, CA 92507



**FINAL**

**Environmental Impact Report**

**Gless Ranch Project**

**State Clearinghouse No. 2010121049**

*Prepared for:*

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**Community Development Department**

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## I.0 INTRODUCTION

### I.1 Purpose

The City of Riverside (City), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this final environmental impact report (Final EIR) for the proposed Gless Ranch Project (proposed project). This final EIR contains all of the required contents as outlined in Section 15132 of the CEQA Guidelines, including:

- The Draft EIR or a revision to the draft;
- Comments and recommendations received on the Draft EIR;
- A list of persons, organizations, and public agencies commenting on the draft EIR;
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency.

This Final EIR for the project consists of comments and responses to comments and a mitigation monitoring plan for the project. This Final EIR is intended to be used along with the Draft EIR, which is incorporated by reference and bound separately.

This Final EIR assembles all the environmental data and analyses that have been prepared for the proposed project. It also includes public and agency comments on the Draft EIR and responses by the City to those comments. The intent of the Final EIR is to provide a forum to air and address comments pertaining to the analysis contained in the Draft EIR and to provide an opportunity for clarification, corrections, or minor revisions to the Draft EIR as needed.

The evaluation and response to comments is an important part of the CEQA process because it allows the following:

- The opportunity to review and comment on the methods of analysis contained in the Draft EIR,
- The ability to detect any omissions that may have occurred during the preparation of the Draft EIR,
- The ability to check for accuracy of the analysis contained within the Draft EIR,
- The ability to share expertise, and
- The ability to discover public concerns.

## 1.2 Process

A Draft EIR was prepared for the project and circulated for public review from November 1, 2011, through December 15, 2011, through the Governor's Office of Planning and Research, the State Clearinghouse, and the Riverside County Clerk. Copies of the Draft EIR and all documents referenced in the Draft EIR were made available at the City of Riverside, Community Development Department, Planning Division (3900 Main Street, 3rd Floor, Riverside, California 92522), as well as at the Riverside Main Public Library (3581 Mission Inn Avenue, Riverside, CA 92501) and the Riverside Public Library, Orange Terrace Branch (20010-B Orange Terrace Parkway, Riverside, California 92508).

The City used several methods to elicit comments on the Draft EIR. The notice of availability (NOA) was mailed to various agencies and organizations and to individuals that had previously requested such notice, and directly to adjacent property owners.

Written and oral comments were received during the public review period. Pursuant to Section 15088 of the CEQA Guidelines, the City, as the lead agency for the project, has reviewed all comments received on the Draft EIR. Responses to these comments are contained within Chapter 2, Comments Received and Responses to Comments, of this Final EIR.

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## 2.0 COMMENTS RECEIVED AND RESPONSES TO COMMENTS

### 2.1 Introduction

In accordance with Section 15088 of Title 14 of the California Code of Regulation (CEQA Guidelines), the City has evaluated the comments received on the draft EIR for the Gless Ranch Project and has prepared written responses to these comments. This chapter contains copies of the comments received during the public review process and provides an evaluation and written responses for each of these comments.

### 2.2 Comments Received

During the public review period from November 1, 2011, through December 15, 2011, the City received 11 comments from agencies, organizations, and individuals. After close of the review period, 10 additional comments were received, which are included in the Final EIR as shown below. Additionally, a recording of the public comments received regarding the proposed project at the Riverside Planning Commission meeting on January 5, 2012, have been summarized and included as a comment letter.

These commenters are listed in Table 2-1, along with a corresponding letter designation.

**Table 2-1, Draft EIR Commenters**

Comment Letter Designation	Commenter Agency/Name	Date Received
A	Marie Chatterton	November 2, 2011
B	Casandra Greene	November 3, 2011
C	Wayne Brownlow	November 8, 2011
D	Shaun Jennings	November 11, 2011
E	Southern California Gas Company (Tim Armstrong)	November 14, 2011
F	Native American Heritage Commission (Dave Singleton)	November 14, 2011
G	Casandra Greene	November 14, 2011
H	Joe Williams	December 1, 2011
I	Herbert Mendez	December 2, 2011
J	Marie Chatterton	December 5, 2011
K	Department of Toxic Substances Control (Greg Holmes)	December 8, 2011
L	Department of the Air Force, Air Force Reserve Command (Pamela Hann)	December 12, 2011
M	Brandie Gonzales	December 15, 2011
N	Karl Hicks	December 15, 2011
O	Keith Smith	December 15, 2011
P	Laura Linn	December 15, 2011
Q	Governor's Office of Planning and Research, State	December 19, 2011

**Table 2-1, Draft EIR Commenters**

<b>Comment Letter Designation</b>	<b>Commenter Agency/Name</b>	<b>Date Received</b>
	Clearinghouse and Planning Unit (Scott Morgan)	
R	March Joint Powers Authority (Dan Fairbanks)	December 28, 2012 and January 31, 2012
S	Jolynn Turner	December 29, 2011
T	Greater Riverside Chamber of Commerce (Cindy Roth)	December 29, 2011
U	Summary of Comments made by Public Speakers at Planning Commission Meeting	January 5, 2012
V	Kelleen Krockner	January 9, 2012
W	Diana Brown	November 2, 2011

### **2.3 Comments and Responses to Comments**

This section includes all written comments on the Draft EIR received by the City and the responses to those comments in accordance with Section 15088 of the CEQA Guidelines. In accordance with the CEQA Guidelines, responses are prepared for those comments that address the sufficiency of the environmental document regarding the adequate disclosure of environmental impacts and methods to avoid or mitigate those impacts. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the Draft EIR. Additionally, it should be noted that comments by public agencies should be limited to those aspects of a project that are within its area of expertise or which are required to be carried out or approved by the agency, and such comments must be supported by substantial evidence (CEQA Guidelines Section 15204).

Letter A

**Hayes, Steve**

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**From:** Marie <mchatt@charter.net>  
**Sent:** Wednesday, November 02, 2011 8:21 PM  
**To:** Hayes, Steve  
**Subject:** RE: Gless Ranch Marketplace

Hi Steve,

My name is Marie Chatterton. I live right off Gless Ranch Rd in the Mission Ranch neighborhood. I received your Notice of Public Hearing. I am disappointed that it is going to be held during the normal work day for most people, at 9:00 am. I A-1

I have known for some time that the orange grove is going to be removed. I am concerned because this transition is going to impact my family, neighbors, and me. I A-2

How is traffic going to flow on Barton? Where are the signal lights going to be? Is there still going to be a barrier of five orange trees surrounding the development? What about a sound barrier? Where are the loading docks going to be located? I would also like to know what stores have signed a lease besides Target. I A-3

Thanks for your time.

Sincerely,

Marie Chatterton

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## Response to Comment Letter A

**Marie Chatterton**  
**November 2, 2011**

- A-1** Comment noted. There was also a community meeting held on December 1, 2010 in the evening. A public hearing will also be scheduled for February 2012 with the City Council, at which time the project will be discussed and public comment taken prior to the City Council action on the project.
- A-2** Comment noted. Please refer to Section 4.1, Aesthetics, and Section 4.2, Agricultural Resources, of the Draft EIR for a further discussion of the removal of the orange groves.
- A-3** Regarding traffic impacts, please refer to Section 4.10, Traffic, of the Draft EIR. As discussed, seven intersections along Barton Street were analyzed as part of the Traffic Impact Analysis Report prepared by Linscott, Law & Greenspan, Engineers (Appendix J to the Draft EIR). With specific regard to Barton Street, the traffic impact report studied Barton Street at the following intersections in the near-term: Van Buren Boulevard, Gless Ranch Road, Orange Terrace Parkway, Krameria Avenue, Lurin Avenue, Mariposa Ave/Larry Parish Parkway and Nandina. All of these intersections will operate at acceptable intersections once improvements are made by the Gless Ranch project, or other projects that will also contribute to these intersections. The project does include modifications to the signal at Barton Street and Van Buren to make it run smoother, as well as restriping of lanes to the ultimate City General Plan configuration and there will also be a signal at the new project driveway on Barton Street, just north of Barton Street.

Additionally, looking at year 2025, there would be three significant impacts along Barton Street: Barton Street/Van Buren Boulevard, Barton Street/Gless Ranch Road, and Barton Street at Mariposa Ave/Larry Parrish Pkwy. The intersection of Barton Street/Van Buren Boulevard has existing right-of-way constraints that affect the ability to improve the intersection to the ultimate general plan build-out width. However, as described on page 4.10-53, the City recognizes that along key freeway-feeder segments during the peak commute hours, LOS F may be expected due to regional travel patterns. The project's contribution to the impacts at the intersection of Barton Street and Van Buren Boulevard will be minimal. The Draft EIR indicated that the project will make fair share payments to these intersections, however since then, the City will condition the project to make the physical improvements as specified in City Conditions of Approval 42-47 and, therefore, the City has determined that the LOS F is acceptable. After implementation of mitigation measure MM-TRAFFIC-7, the intersection of Barton Road/Gless Ranch Road operates at acceptable level. However, the intersection of Barton Street/Mariposa Ave/Larry

Parish Parkway would be significant because this intersection is not in the City and the City cannot control when the improvements will get made.

With regard to trees, the following is described in Section 3.0, Project Description, of the Draft EIR:

The proposed project consists of removing the majority of the existing orange grove and associated structures on site. Approximately 104 citrus trees would remain on site along Gless Ranch Road. Approximately 646 new trees, including 200 dwarf citrus trees, will be planted throughout the project site. The citrus trees will be used as part of the landscape buffer between the proposed Target store, home improvement center, and residential uses, which are located along the southern and western boundaries of the site. New and different varieties of citrus trees will also be planted near the expanded fruit stand courtyard.

With regard to noise, please refer to Section 4.9, Noise, of the Draft EIR. As discussed in the section, loading docks would be located at the home improvement center (Major 1), Target (Major 2), and at the remaining major retail site (Major 3) within the project area (see Figure 4.9-2, Site Plan, of the Draft EIR). These three stores will require truck delivery routes that are planned to be located along the western and southern boundaries of the site. The loading bays for the Target and home improvement store have been designed in a way to reduce noise impacts. For example, the proposed site plan shows a minimum 25-foot landscape setback along the southerly property line, adjacent to Gless Ranch Road. A maximum 8 ½-foot-tall decorative retaining wall with a 6-foot-tall decorative screen wall will be provided at the rear (north) portion of the landscape area. Along the entirety of the westerly project boundary, adjacent to single-family residences, citrus trees will be replanted to serve as a landscape buffer. A majority of the landscape setback area along this property line includes 2:1 slopes, such that the existing houses to the west of the proposed home improvement store will be approximately 10 to 14 feet lower than the building pad elevation of the proposed home improvement store, along the southernmost approximately one-half of the westerly property line. A new decorative retaining wall, up to 13 feet in height, is proposed to be constructed a few feet in from the westerly property line, and a separate 6-foot-tall decorative screen wall would be constructed at the top of the slope, at the rear of the 25-foot setback area. In addition, to attenuate roof-top noise associated with mechanical equipment, the project buildings will include parapets that will act as sound-walls to block noise generated from rooftop equipment.

With regard to the commenter's question about lease information, this information is not available at this time. The types of uses contemplated by the project are discussed in Section 3.0, Project Description.

Letter B

**Hayes, Steve**

**From:** Casandra.Greene@rcc.edu  
**Sent:** Thursday, November 03, 2011 8:00 AM  
**To:** Hayes, Steve  
**Subject:** Development of Gless Ranch Project

Hello Mr. Hayes,

I wanted to communicate with you in regards to the Gless Ranch Development Project. I live directly across the street from the orchard (on the corner of Gless Ranch and Barton).

I am really concerned about the development. One of my biggest concerns is the pests (rodents, bugs, etc.) that will be disturbed when the removal of the trees begin. I currently get extermination services every 3 months and I don't feel that is going to be adequate with the disruption of the trees. Is there a plan in place that will assist with this problem? Please let me know what will be done in regards to this issue.

B-1

Thank You,

**Casandra Greene** | Coordinator  
951-222-8585 · Fax 951-222-8734



Be Greene! Don't print this e-mail unless you really need to.

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## Response to Comment Letter B

**Cassandra Greene**

**November 3, 2011**

**B-1** It is understood that the commenter's property is located at the corner of Gless Ranch and Barton at the southeastern corner of the proposed project, and adjacent to the west of the open land, east of Barton. It is likely that non-native rodents (e.g., rats and mice), native ground-squirrels, and native and non-native invertebrates (e.g., ants, spiders, beetles) do occur within the existing orchards. However, many of these same species also occur within the adjacent open lands, east of Barton.

In the event that pests are occurring at residential properties in the project area, simple maintenance procedures can help to avoid pest infestations, such as: not leaving pet food outside, tidy yard maintenance, removal of debris piles and trash, ensuring that the house is properly sealed through use of weather-stripping and insulating foams.

While it is possible, that some pests may move in a southerly direction once construction begins, it is likely that they will move eastward toward adjacent open-space first. To address concerns about pest movement southerly into the residential neighborhoods during site disturbance, the following mitigation measures will be added to the EIR:

**MM BIO-3:** When feasible, mobilize equipment during the day when most pests will be sleeping.

**MM BIO-4:** The project will start tree removal along the southern boundary and western boundary of the property, then work to the north and east such that pests have an opportunity to move deeper within the existing orange grove.

**MM BIO-5:** Establish debris piles within the heart of the orange grove to attract rodents once tree removal along the southern and western boundary begins. Bait such piles and/or establish bait stations within the heart of the orchard near where the last trees will be removed such that rodents finding their way there will be poisoned. The last areas to be cleared should be adjacent to the nearby open-space, allowing them to escape in that direction as opposed to the nearby residences.

**MM BIO-6:** When work occurs near the residences, care should be made to clear a uniform band and to immediately clean up debris piles and other refugia to make the cleared areas unattractive to pest species and to make the uncleared areas more attractive.

Adding these mitigation measures does not change the significance determination in the EIR section; instead, they merely offer additional measures that further minimize the indirect impacts associated with the project.

Letter C

**Hayes, Steve**

**From:** Wayne Brownlow <bigeasymarine@yahoo.com>  
**Sent:** Tuesday, November 08, 2011 4:21 AM  
**To:** Hayes, Steve  
**Cc:** bigezmarine@att.net  
**Subject:** Orangecrest commercial/retail shopping ctr

Hello Mr. Hayes,

My name is Wayne Brownlow I live in Orangecrest about a half a mile were Orangecrest commercial/retail shopping ctr. will be built. I approve this shopping ctr to be built, this would boast the economy in Riverside, and would give jobs to the local community.

I  
C-1

Thank You,

Wayne Brownlow

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## Response to Comment Letter C

**Wayne Brownlow**

**November 8, 2011**

- C-1** Comment noted. The commenter expresses approval of the proposed project. This comment does not address the adequacy of the Draft EIR and no further response is required.

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Letter D

**Hayes, Steve**

**From:** S. Jennings <sjcfo@yahoo.com>  
**Sent:** Friday, November 11, 2011 12:45 PM  
**To:** Hayes, Steve  
**Subject:** Gless Ranch Project

Mr. Hayes,

I have been in law enforcement for the past 12 years and currently work in L.A. County. I am quite familiar with the problems that come with these type of projects and how they effect the surrounding communities as I have dealt with them on a first hand basis for many years prior while working as a patrol officer. As Target has a history of partnering with Home Depot, I would venture to say that I'm an expert on the associated problems related to these two stores. Some of the consistent issues that I've experienced at these type of locations are: drinking in public, trash, day laborers, fighting, gambling, traffic, increased number of calls for service by law enforcement and fire service and a host of other associated problems just to name a few. The "Orancrest" area that this project is proposed for is not the right location for this project and does not fit the image of this community. I love seeing the Gless Ranch orange groves when I come home. They remind me of why I drive 150 miles round trip every day to go to work and why I love this community so much. This area has an abnormally high concentration of residents who are employed in the law enforcement and fire service communities and I'm sure that they have observed similar issues in the cities that they work in. I believe that they would concur that this project should be relocated. Thank you for your time.

D-1

Sincerely,

Shaun Jennings

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## Response to Comment Letter D

**Shaun Jennings**  
**November 11, 2011**

**D-1** Comment noted. With regard to public safety and crime, please refer to the Initial Study, which was attached as Appendix A to the Draft EIR. The Initial Study found because the project is consistent with the City's General Plan land use designation and zoning code, that this location was appropriate for a commercial center and that impacts to public services such as police protection would be less than significant. For this reason, public services were not evaluated in the EIR. The City is aware of the issues that can occur with commercial centers, but considered this use and the resulting impact on law enforcement in its General Plan EIR. Further, this property has been zoned commercial designated as commercial stemming back to when the property was part of the Alta Cresta Specific Plan and located in the County of Riverside.

Regarding visual resources, please refer to Section 4.1, Aesthetics, of the Draft EIR. The project will preserve approximately 90 citrus trees, replant approximately 104 citrus trees, and add approximately 200 dwarf citrus trees as part of the landscaping on site near the existing fruit stand. The citrus trees will serve as a landscape buffer and will be placed along the southerly portion of the site between the proposed Target store and the residential uses, and along the western portion of the site between the Home Improvement Center and residential uses, where feasible. The existing fruit stand will remain on site and will be expanded as part of the project. The fruit stand will retain a portion of its original structure as a means of keeping the original integrity of the building. The original structure will be expanded on the southern end. The fruit stand will be a California Ranch style building to match the proposed Craftsman theme of the commercial shopping center. The fruit stand will consist of wood siding, wood trellis with cobblestone posts, and landscaped with citrus trees. Nevertheless, the Draft EIR concluded that the loss of the orange groves would be a significant impact related to the community's value on the views of the orange grove. The EIR will require a Statement of Overriding Considerations for this impact.

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**Letter E**

Tim Armstrong  
 Technical Services-Biologist  
 Southern California Gas

981 W. Lugonia Ave. SC 8064  
 Redlands, CA 92374

Tel: (909) 335-7752  
 Fax: (909) 335-3939  
 Mobile: (818) 305-1996

TArmstrong@semprautilities.com

November 7, 2011

City of Riverside, Community Development Department, Planning Division  
 Attn: Steve Hayes, Principal Planner  
 3900 Main Street, 3<sup>rd</sup> Floor  
 Riverside, CA. 92522

**Re: Comments to the Gless Ranch Project, Draft Environmental Impact Report.**

Dear Mr. Hayes:

Thank you for the opportunity to comment on the DEIR prepared for the Gless Ranch Project. As the largest provider of natural gas in the southern California area, Southern California Gas Company (SCG) has a large infrastructure of gas lines throughout the region. As such, we look forward to working with the County of Riverside to providing new service to the Gless Ranch development.

In an effort to streamline and avoid duplication of environmental permits, we request including SCG in the environmental permitting process for the project. Analysis should include potential impacts upon environmental laws (e.g., USACE, CDFG, RWQCB, and SWPPP) and allow for gas infrastructure to be permitted within the scope of the proposed project. SCG welcomes any preliminary drawings and planning activities that will enable the streamlining of the project. Requests for line locate or will serve letters can be submitted to SCG via mail, fax, or e-mail. Please include the following information:

- A signed on official company letterhead
- Name, Title, and Project Number
- Address for location, APN#, parcel map #, and tract #
- Location and parameters of the entire job
- Scope of the project
- Requestor company's contact name, title, phone number, and other pertinent information
- Copy of Thomas Guide page showing and/or highlighting the exact location of the project area
- Plans depicting the scope of the project area

E-1

**Mail to:**  
Southern California Gas Company  
Attn: Planning Department – ML 8031  
1981 W. Lagonia Ave.  
Redlands, CA. 92374  
\*Please include 2 business cards

**Fax to:**  
(909) 335-7527  
\*Please include company fax cover sheet.

**E-Mail:**  
[CFlores2@semprautilities.com](mailto:CFlores2@semprautilities.com)

Sincerely,



Tim Armstrong

↑  
E-1  
cont.

## **Response to Comment Letter E**

**Southern California Gas Company**

**Tim Armstrong**

**November 7, 2011**

- E-1** The City acknowledges Southern California Gas Company's letter and will coordinate with the planning department as requested. This comment does not address the adequacy of the Draft EIR and no further response is required.

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Letter F

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
de\_nahc@pacbell.net



November 8, 2011

Mr. Steve Hayes, Project Planner  
**City of Riverside Planning Department**  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

Re: SCH#2010121049 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "Gless Ranch Project (Cases P10-0113 (EIR), P10-0449 [Design Review], P10-0118 [Parcel Map]);" located in the City of Riverside, Riverside County, California

Dear Mr. Hayes:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

F-1

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified. However, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to. California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction.

F-2

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

↑  
F-2  
cont.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

↑  
F-3

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*, 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

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F-4

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be

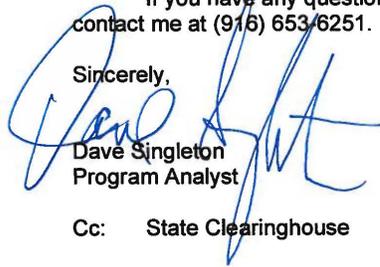
↑  
F-5  
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followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653/6251.

Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

↑ F-5  
cont.  
|  
F-6

**California Native American Contacts**  
Riverside County  
November 8, 2011

**Pala Band of Mission Indians**  
Tribal Historic Preservation Office/Shasta Gaugher  
35008 Pala/Temecula Road, PMB Luiseno  
Pala, CA 92059 Cupeno  
sgaughen@palatribe.com  
(760) 891-3515

(760) 742-3189 Fax

**Pauma & Yuima Reservation**  
Randall Majel, Chairperson  
P.O. Box 369 Luiseno  
Pauma Valley CA 92061  
paumareservation@aol.com  
(760) 742-1289  
(760) 742-3422 Fax

**Pechanga Band of Mission Indians**  
Paul Macarro, Cultural Resources Manager  
P.O. Box 1477 Luiseno  
Temecula, CA 92593  
**(951) 770-8100**  
pmacarro@pechanga-nsn.  
gov  
(951) 506-9491 Fax

**Ramona Band of Cahuilla Mission Indians**  
Joseph Hamilton, Chairman  
P.O. Box 391670 Cahuilla  
Anza, CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

**Rincon Band of Mission Indians**  
Tiffany Wolfe, Cultural & Environmental  
P.O. Box 68 Luiseno  
Valley Center, CA 92082  
twolfe@rincontribe.org  
(760) 297-2632  
(760) 297-2639 Fax

**San Manuel Band of Mission Indians**  
James Ramos, Chairperson  
26569 Community Center Drive Serrano  
Highland, CA 92346  
(909) 864-8933  
(909) 864-3724 - FAX  
(909) 864-3370 Fax

**Gabrieleno/Tongva San Gabriel Band of Mission**  
Anthony Morales, Chairperson  
PO Box 693 Gabrielino Tongva  
San Gabriel, CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 286-1262 -FAX

**Santa Rosa Band of Mission Indians**  
John Marcus, Chairman  
P.O. Box 391820 Cahuilla  
Anza, CA 92539  
sestrada@  
(951) 659-2700  
(951) 659-2228 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010121049; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Gless Ranch Project - Case P10-0113, (EIR), P10-0114 (Variance) and P10-0118; located in the City of Riverside; Riverside County, California

**California Native American Contacts**  
 Riverside County  
 November 8, 2011

Gabrielino Tongva Nation  
 Sam Dunlap, Chairperson  
 P.O. Box 86908  
 Los Angeles , CA 90086  
 samdunlap@earthlink.net

Gabrielino Tongva

Willie J. Pink  
 48310 Pechanga Road  
 Temecula , CA 92592  
 wjpink@hotmail.com  
 (909) 936-1216  
 Prefers e-mail contact

Luiseno

(909) 262-9351 - cell

Morongo Band of Mission Indians  
 Michael Contreras, Cultural Heritage Prog.  
 12700 Pumarra Road  
 Banning , CA 92220  
**(951) 201-1866 - cell**  
 mcontreras@morongo-nsn.gov  
 (951) 922-0105 Fax

Cahuilla  
 Serrano

Serrano Nation of Indians  
 Goldie Walker  
 P.O. Box 343  
 Patton , CA 92369

Serrano

(909) 862-9883

San Manuel Band of Mission Indians  
 Ann Brierty, Policy/Cultural Resources Department  
 26569 Community Center. Drive  
 Highland , CA 92346  
 (909) 864-8933, Ext 3250  
 abrierty@sanmanuel-nsn.gov  
 (909) 862-5152 Fax

Serrano

Cahuilla Band of Indians  
 Luther Salgado, Sr., Chairperson  
 PO Box 391760  
 Anza , CA 92539  
 tribalcouncil@cahuilla.net  
 915-763-5549

Cahuilla

Pechanga Band of Mission Indians  
 Mark Macarro, Chairperson  
 P.O. Box 1477  
 Temecula , CA 92593  
 tbrown@pechanga-nsn.gov  
 (951) 770-6100  
 (951) 695-1778 Fax

Luiseno

Pechanga Cultural Resources Department  
 Anna Hoover, Cultural Analyst  
 P.O. Box 2183  
 Temecula , CA 92593  
 ahoover@pechanga-nsn.gov  
 951-770-8100  
 (951) 694-0446 - FAX

Luiseno

This list is current only as of the date of this document.

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This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010121049; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Gless Ranch Project - Case P10-0113, (EIR), P10-0114 (Variance) and P10-0118; located in the City of Riverside; Riverside County, California

**California Native American Contacts**  
Riverside County  
November 8, 2011

**SOBOBA BAND OF LUISENO INDIANS**  
Joseph Ontiveros, Cultural Resource Department  
P.O. BOX 487 Luiseno  
San Jacinto , CA 92581  
jontiveros@soboba-nsn.gov  
(951) 663-5279  
(951) 654-5544, ext 4137

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010121049; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Gless Ranch Project - Case P10-0113, (EIR), P10-0114 (Variance) and P10-0118; located in the City of Riverside; Riverside County, California

## Response to Comment Letter F

### Native American Heritage Commission

Dave Singleton

November 8, 2011

- F-1** Comment noted. Comments specifically related to the Draft EIR are responded to below.
- F-2** The commenter reiterates the CEQA Guidelines in relation to significant cultural resources, and states that the Lead Agency is required to assess whether the Project will have potential significant impacts on cultural resources. Regarding Project impacts related to cultural resources, the commenter is referred to Section 4.5, Cultural Resources, of the Draft EIR that includes an analysis of Project impacts related to cultural resources, including historical, archaeological, and paleontological resources. As discussed, no historical resources are located on the Project Site. Additionally, a records search at the California Historical Resources Information System (CHRIS) at the Eastern Information Center (EIC) showed that the project site does not contain any known significant archaeological or paleontological resources. Further, through compliance with mitigation measures identified in the section, Project impacts related to potential unknown resources that could be discovered during construction of the Project would be less than significant.
- F-3** As stated on page 4.5-7 of the DEIR, Dudek, on behalf of the City did send consultation letters to the NAHC on December 10, 2010 to a list of local tribes provided by the NAHC. Three replies were received: Soboba Band of Luiseno Indians, Pala Band of Mission Indians, and Gabrielino Tongva Nation. All of the tribes notified were provided project information. No resources have been identified on the site based on two records searches, and no NAHC respondents provided any specific information about known sites or resources to be aware of on the project site. The listed Native American tribes listed on the attachment will be considered by the City for future coordination.
- F-4** As discussed above, two records searches did not show any known significant resources on the site. Through compliance with mitigation measures identified in the section, Project impacts related to potential unknown resources that could be discovered during construction of the Project would be less than significant.
- F-5** Regarding encountering unknown archaeological resources, the commenter is referred to page 4.5-8 of the Draft EIR and the Mitigation Measures listed below. If any archaeological resources are encountered during the Project's construction phase,

the Project Applicant would comply with the following mitigation measures as documented in the Draft EIR:

**MM CUL-1:** In the unlikely event that potential historical or unique archaeological resources are encountered during construction, grading should be temporarily redirected and/or suspended. The find shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique archaeological resource, work may continue on other parts of the site while historical or unique archaeological resource mitigation takes place. Mitigation should occur consistent with CEQA Guidelines Section 15126.4. In particular, impacts to historic resources of an archeological nature should be avoided, where feasible. Should avoidance not be feasible, mitigation of impacts shall be accomplished through a data-recovery program or other mitigation pursuant to CEQA Guidelines Section 15126.4(b)(3).

**MM CUL-2:** In the unlikely event that paleontological resources such as vertebrate, plant, or invertebrate fossils are discovered during construction or site disturbance, work shall stop and the City of Riverside Planning Department shall be contacted so that a qualified paleontologist can be consulted to determine the extent or quality of the find and make recommendations for further action, if necessary.

**F-6** Regarding consultation with tribes, please refer to Response to Comment F-3.

Letter G

**Hayes, Steve**

**From:** Casandra.Greene@rcc.edu  
**Sent:** Monday, November 14, 2011 7:10 AM  
**To:** Hayes, Steve  
**Subject:** Gless Ranch Project - 2nd request, please respond

Mr. Hayes

I emailed you a few weeks ago, asking about the pest control plan once construction starts on the Gless Ranch Project. Since I am directly across the street, I am very concerned about rodents, insects and spiders that will be disturbed once they start removing trees. What plan is in place to alleviate this problem?

G-1

Thank You,

**Casandra Greene** | Coordinator  
951-222-8585 · Fax 951-222-8734

**RCCD** | RIVERSIDE COMMUNITY  
COLLEGE DISTRICT  
**PRINTING AND GRAPHICS CENTER**  
MORENO VALLEY COLLEGE | NORCO COLLEGE | RIVERSIDE CITY COLLEGE

 Be Green! Don't print this e-mail unless you really need to.

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## Response to Comment Letter G

**Casandra Greene  
November 14, 2011**

**G-1** The commenter's original comment is responded to as Letter B. As discussed in that response, it is likely that non-native rodents (e.g., rats and mice), native ground-squirrels, and native and non-native invertebrates (e.g., ants, spiders, beetles) do occur within the existing orchards. However, many of these same species also occur within the adjacent open lands, east of Barton.

In the event that pests are occurring at residential properties in the project area, simple maintenance procedures can help to avoid pest infestations, such as: not leaving pet food outside, tidy yard maintenance, removal of debris piles and trash, ensuring that the house is properly sealed through use of weather-stripping and insulating foams.

While it is possible, that some pests may move in a southerly direction once construction begins, it is likely that they will move eastward toward adjacent open-space first. To address concerns about pest movement southerly into the residential neighborhoods during site disturbance, the following mitigation measures will be added to the EIR:

**MM BIO-3:** When feasible, mobilize equipment during the day when most pests will be sleeping.

**MM BIO-4:** The project will start tree removal along the southern boundary and western boundary of the property, then work to the north and east such that pests have an opportunity to move deeper within the existing orange grove.

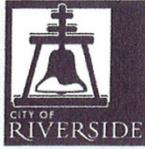
**MM BIO-5:** Establish debris piles within the heart of the orange grove to attract rodents once tree removal along the southern and western boundary begins. Bait such piles and/or establish bait stations within the heart of the orchard near where the last trees will be removed such that rodents finding their way there will be poisoned. The last areas to be cleared should be adjacent to the nearby open-space, allowing them to escape in that direction as opposed to the nearby residences.

**MM BIO-6:** When work occurs near the residences, care should be made to clear a uniform band and to immediately clean up debris piles and

other refugia to make the cleared areas unattractive to pest species and to make the uncleared areas more attractive.

Adding these mitigation measures does not change the significance determination in the EIR section; instead, they merely offer additional measures that further minimize the indirect impacts associated with the project.

Letter H



Community Development Department  
Planning Division

### Comments/Questions RE: Gless Ranch

COMMUNITY MEETING DATE: DECEMBER 1, 2011

- Any information submitted on this form is public record and can be viewed by any member of the public upon request.
- Please note that public comment period for the project Environmental Impact Report closes on December 15, 2011. Any comments received after December 15, 2011 will not receive a formal response in the project Final Environmental Impact Report, but will be taken into consideration at upcoming public hearings for the project.

Please enter any comments you may have about this proposal below. (Please print or type all information):

COMMENTS: we are in need of a TRAFFIC LIGHT at the intersection of Barton Rd + Krameria st. Due to speed and difficulty of turn right or left from Krameria on to Barton

H-1

NAME: JOE WILLIAMS  
 ADDRESS: 9574 MERIDIANA CT APT/UNIT #:  
 CITY: RIVERSIDE STATE: CA ZIP CODE: 92508  
 DATE: 1-11 PHONE: 951-653-4299

City of Riverside Community Development Department – 3900 Main Street – Riverside, CA 92522 – (951) 826-5371

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## Response to Comment Letter H

**Joe Williams**

**December 1, 2011**

- H-1** Section 4.10, Traffic, of the Draft EIR includes analysis of 29 key intersections, which includes the intersection of Barton Street at Krameria Avenue (see page 4.10-3 for an explanation of how existing traffic volumes were determined). The Traffic Impact Analysis Report prepared by Linscott, Law & Greenspan, Engineers (Appendix J to the Draft EIR) found that the proposed project would not have a significant impact at that intersection under any of the analyzed scenarios. Specifically, in the long term analysis for year 2025, the intersection of Barton Street at Krameria Avenue shows that this intersection operates at a Level of Service (LOS) B, when the Gless Ranch Project is operating along with all the other development projects. Because the project would result in a less than significant impact (LOS B does not require mitigation), mitigation is not warranted under CEQA for this project to that intersection, and by the City standards, no traffic signal is required. The commenter's personal experience regarding the traffic flow at this intersection will however be included in the Final EIR and provided to the decision makers.

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Letter I

**Hayes, Steve**

**From:** H Mendez <hmendez@usa.com>  
**Sent:** Friday, December 02, 2011 4:11 PM  
**To:** Hayes, Steve  
**Cc:** Council Member Paul Davis  
**Subject:** GLESS RANCH COMMENTS FILLED FORM  
**Attachments:** gless ranch comments.pdf

HELLO SIR:

HERE IS THE FORM YOU ASKED US AT THE COMMUNITY MEETING TO FILL OUT, I HOPE I DIDN'T JUST WASTE MY TIME SCANNING IT AND FILLING IT OUT. IT SEEMS TO ME THAT AS USUAL GOVERNMENT AND THE POWERFULL ALWAYS JUST DO WHAT EVER THEY WANT. I THANK YOU FOR TAKING THE TIME TO GO TO THE MEETING AND HOPEFULLY OUR COMMETNS REALLY MAKE IT TO THE MEETING.

I-1

THANKS



Community Development Department  
Planning Division

Comments/Questions RE: Gless Ranch

COMMUNITY MEETING DATE: DECEMBER 1, 2011

- Any information submitted on this form is public record and can be viewed by any member of the public upon request.
- Please note that public comment period for the project Environmental Impact Report closes on December 15, 2011. Any comments received after December 15, 2011 will not receive a formal response in the project Final Environmental Impact Report, but will be taken into consideration at upcoming public hearings for the project.

Please enter any comments you may have about this proposal below. (Please print or type all information):

COMMENTS: Every time we have a community meeting and we ask for something that we want at the Gless Ranch shopping center one of the responses is "the owner does not agree" or "it goes against the owner's idea" this tells me that he does not care much for input from the community, let me remind him that we are the people affected, we are the "shoppers", we are the ones who live and pay taxes in this community, there are more of us than just one of him, so if he tells us that he cares what we have to say, then LISTEN to what we are saying.

2) To the developers: the new shopping center will bring more foot traffic crossing Van Buren especially from kids I would like to suggest a footbridge at Barton/Van Buren, that is where all pedestrians come out from the neighborhood this will keep our kids, and all pedestrians safe from the high speed vehicles on Van Buren. 3) currently I take my family to Dos Lagos in Corona on summer nights, we stay and eat there after we watch a "free" music show at their mini amphitheater why not build one just like it here in our neighborhood, remember..... you want us to "shop Riverside", we (you) have a chance now to really keep our spending money and taxes here in Riverside take advantage of it, give us what we are looking for , make people happy to live here !!

I-2

NAME: Herbert Mendez

ADDRESS: 20523 Red Poppy Ln APT/UNIT #:

CITY: Riverside STATE: CA ZIP CODE: 92508

DATE: 12/2/2011 PHONE:

City of Riverside Community Development Department - 3900 Main Street - Riverside, CA 92522 - (951) 826-5371

## Response to Comment Letter I

**Herbert Mendez**  
**December 2, 2011**

- I-1** This comment does not address the adequacy of the Draft EIR and no further response is required. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- I-2** Regarding the intersection of Barton Street at Van Buren Boulevard, Section 4.10, Traffic, of the Draft EIR found that the project would have a significant impact at the intersection in the AM Peak Hour in the 2013 scenario and in the AM and PM Peak Hours in the 2025 scenario. The project would implement improvements at the Barton Street at Van Buren Boulevard intersection which will help the intersection operate better for vehicles. However, as discussed on page 4.10-53 of the Draft EIR, the intersection of Barton Street/Van Buren Boulevard has existing right-of-way constraints that affect the ability to improve this intersection to the ultimate general plan build-out widths. In fact, this may help preserve the sidewalk widths and pedestrian experience. There are crosswalks at Van Buren Boulevard and Barton Street for pedestrians. The City can consider traffic calming devices such as flashing crosswalks which have shown to be effective to warn cars of people in the crosswalk around schools and other institutional facilities in the City.

The comment regarding a mini-amphitheater is noted; however, the City zoning or general plan designation does not include that as a permitted use, and would be considered to have significant noise impacts on the surrounding neighbors. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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Letter J

**Hayes, Steve**

**From:** Marie <mchatt@charter.net>  
**Sent:** Monday, December 05, 2011 8:40 PM  
**To:** Hayes, Steve  
**Subject:** RE: RE: Gless Ranch Marketplace

Wow, I am really nervous about this project. We live on the first cul de sac off of Barton and Gless Ranch. I am very concerned about the noise.

As it is, Barton Rd is very noisy because it is a short cut for the freeway.

Thank you for the file. I noticed Target is going to be our neighbor. It's loading dock sits directly across from us. I hope that the City sticks to the idea of having a lot of trees between Gless Ranch and the loading dock to buffer the noise.

Thanks again,

Marie

On Mon, Dec 5, 2011 at 9:36 AM, Hayes, Steve wrote:

- > Marie:
- >
- > I also wanted to forward to you an e-mail link to the draft EIR from
- > the City's website Your questions regarding traffic and buffers can
- > be found within this document.
- >
- > <http://www.riversideca.gov/planning/pdf/eir/glessranch/deir.pdf>
- > Thanks and have a great day.
- >
- > Steve Hayes, AICP
- > Interim City Planner
- > City of Riverside
- > 3900 Main Street, 3rd floor
- > Riverside, CA 92522
- > (951) 826-5775
- > [shayes@RiversideCa.gov](mailto:shayes@RiversideCa.gov)
- >
- >
- > -----Original Message-----
- > From: Marie [mailto:mchatt@charter.net] Sent: Sunday, December 04,
- > 2011 5:37 PM
- > To: Hayes, Steve
- > Subject: FW: RE: Gless Ranch Marketplace---2ND EMAIL
- >
- > Hello,
- >
- > I am forwarding an email I sent you a month ago. I did not receive a
- > response. My next action will be to contact Paul Davis and your
- > supervisor.
- >

J-1

> Thanks,  
> Marie Chatterton  
>  
>  
> ----- Begin forwarded message -----  
> Subject: RE: Gless Ranch Marketplace  
> Date: 11/2/11 8:21:15 PM  
> From: "Marie" <mchatt@charter.net>  
> To: shayes@riversideca.gov  
>  
>  
> Hi Steve,  
>  
> My name is Marie Chatterton. I live right off Gless Ranch Rd in the  
> Mission Ranch neighborhood. I received your Notice of Public Hearing.  
> I am disappointed that it is going to be held during the normal work  
> day for most people, at 9:00 am.  
>  
>  
> I have known for some time that the orange grove is going to be  
> removed. I am concerned because this transition is going to impact my  
> family, neighbors, and me.  
>  
> How is traffic going to flow on Barton? Where are the signal lights  
> going to be? Is there still going to be a barrier of five orange trees  
> surrounding the development? What about a sound barrier? Where are the  
> loading docks going to be located? I would also like to know what  
> stores have signed a lease besides Target.  
>  
>  
> Thanks for your time.  
>  
> Sincerely,  
>  
> Marie Chatterton

## Response to Comment Letter J

**Marie Chatterton**  
**December 5, 2011**

**A-1** With regard to noise, please refer to Section 4.9, Noise, of the Draft EIR. As discussed in the section, loading docks would be located at the home improvement center (Major 1), Target (Major 2), and at the remaining major retail site (Major 3) within the project area (see Figure 4.9-2, Site Plan, of the Draft EIR). These three stores will require truck delivery routes that are planned to be located along the western and southern boundaries of the site. The loading bays for the Target and home improvement store have been designed in a way to reduce noise impacts. For example, the proposed site plan shows a minimum 25-foot landscape setback along the southerly property line, adjacent to Gless Ranch Road. A maximum 8.5-foot-tall decorative retaining wall with a maximum 6-foot-tall decorative screen wall will be provided at the rear portion of the landscape area adjacent to Gless Ranch Road which will be designed to screen noise and provide an aesthetic buffer to residences. In addition, to attenuate roof-top noise associated with mechanical equipment, the project buildings will include parapets that will act as sound-walls to block noise generated from rooftop equipment.

As discussed in Section 4.9, Noise, of the Draft EIR (see page 4.9-18), the project generated traffic will only increase the ambient noise level on Barton Road by 1.6 db CNEL at the maximum above existing levels in year 2013 and only by 1.3db CNEL in the cumulative (long term) condition. This level of increase from the project to existing levels was considered less than significant.

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Matthew Rodriguez  
Secretary for  
Environmental Protection



Department of Toxic Substances Control

Deborah O. Raphael, Director  
5796 Corporate Avenue  
Cypress, California 90630



Edmund G. Brown Jr.  
Governor

Letter K



December 5, 2011

Mr. Steve Hayes, AICP  
City of Riverside  
3900 Main Street  
Riverside, California 92522  
shayes@RiversideCa.gov

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE GLESS RANCH CASES P10-0113 (ENVIRONMENTAL IMPACT REPORT), P10-0449 (DESIGN REVIEW), P10-0114 (VARIANCE) AND P10-0118 (PARCEL MAP) PROJECT, (SCH#2010121049), RIVERSIDE COUNTY

Dear Mr. Hayes:

The Department of Toxic Substances Control (DTSC) has received your submitted Draft Environmental Impact Report (DEIR) for the above-mentioned project. The following project description is stated in your document: "The Gless Ranch project includes commercial development of an approximately 40-acre site located within City of Riverside (City) at the southwest corner of Van Buren Boulevard and Barton Street, and is bounded by residential neighborhoods to the east and south, Van Buren Boulevard to the north, and Barton Street to the east, followed by vacant land. The proposed project will consists of a shopping center with a maximum retail/commercial floor area of 420,000 square feet. The general topography of the site slopes from the northeast to the southwest. The existing land uses adjacent to the project site primarily consists of single-family residential uses located to the north, south, and west. Undeveloped property is located east of the site".

K-1

Based on the review of the submitted document DTSC has the following comments:

- 1) DTSC provided comments on the project Notice of Preparation (NOP) on January 10, 2011; some of those comments have been addressed in the submitted DEIR. Please ensure that all those comments will be addressed in the final Environmental Impact Report.

K-2

Mr. Steve Hayes  
December 5, 2011  
Page 2

- 2) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

K-3

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov).

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
Attn: Nancy Ritter  
[nritter@dtsc.ca.gov](mailto:nritter@dtsc.ca.gov)

CEQA # 3409



Linda S. Adams  
Secretary for  
Environmental Protection

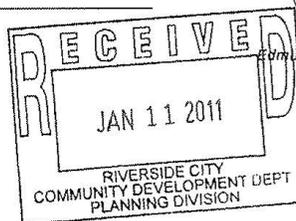


Department of Toxic Substances Control

Maziar Movassaghi  
Acting Director  
5796 Corporate Avenue  
Cypress, California 90630



Edmund G. Brown Jr.  
Governor



January 10, 2011

Mr. Steve Hayes, Principal Planner  
City of Riverside  
3900 Main Street, 3rd Floor  
Riverside, California 92522  
shayes@riversideca.gov

NOTICE OF PREPARATION (NOP) FOR A DRAFT ENVIRONMENTAL IMPACT  
REPORT FOR THE GLESS RANCH – CASES P10-0113, P10-0449 (DESIGN  
REVIEW), P10-0114 (VARIANCE) AND P10-0118 PROJECT (SCH #2010121049),  
RIVERSIDE COUNTY

Dear Mr. Hayes:

The Department of Toxic Substances Control (DTSC) has received your submitted revised Notice of Preparation for a draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The proposed project consists of removing the existing orange grove and associated structures on the site. The 40-acre site will be developed into a commercial retail center (Gless Ranch). Off-site project improvements include improvements made to Van Buren Boulevard and Barton Street to accommodate site access driveways, curb, gutters, sidewalks, bike lanes, landscaping, and traffic signal installation. The site is located within the City of Riverside in the northwestern portion of Riverside County, California. The site is bounded by Van Buren Boulevard to the north, Barton Street to the east, Gless Ranch Road followed by existing residential development to the south, and residential development to the west. The project site and surrounding area is also within the Orangecrest Specific Plan (amended on October 7, 1997, and May 26, 1998). The site is designated as Commercial in this Specific Plan."

K-4  
K-5

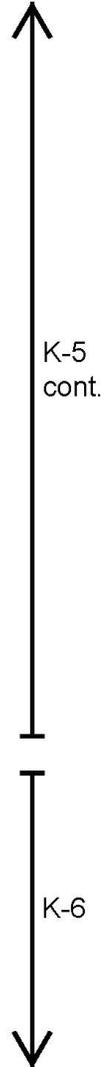
Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

♻️ Printed on Recycled Paper

Mr. Steve Hayes  
January 10, 2011  
Page 2

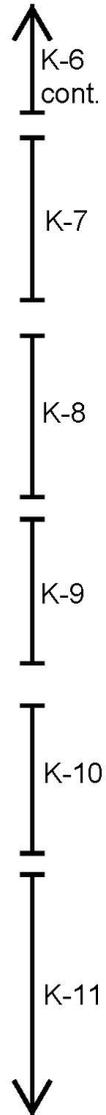
- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
  - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
  - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in



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which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local



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Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov).

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
[ADelacr1@dtsc.ca.gov](mailto:ADelacr1@dtsc.ca.gov)

CEQA # 3107

↑ K-11  
cont.

↑ K-12

## Response to Comment Letter K

### Department of Toxic Substances Control

December 8, 2011

- K-1** The comment reiterates the project description. The comment is noted.
- K-2** The commenter requests that the comments submitted on the NOP are also included in the Final EIR. The NOP comment letter has been attached to Letter K and responded to below per the request.
- K-3** The comment states that the Department of Toxic Substances Control (DTSC) is available to provide cleanup oversight, which is discussed in Section 4.7, Hazards and Hazardous Materials, of the Draft EIR.
- K-4** The comment reiterates the project description. The comment is noted.
- K-5** Please refer to Section 4.7, Hazards and Hazardous Materials, of the Draft EIR, which provides an explanation of and table illustrating and explaining the database search conducted for the project (page 4.7-5 of the Draft EIR). The RCRA TSD, RCRA COR and RCRA GEN databases provide resource conservation and recovery information similar to that in the RCRIS. The United States Army Corps of Engineer files were not searched for defense information as the site has not been used for defense purposes.
- K-6** As discussed in Section 4.7, Hazards and Hazardous Materials, of the Draft EIR, the Phase I Environmental Site Assessment prepared for the project site by GeoSoils reported four mapped risk sites which include March Air Force Base, Earhart Middle School, Benjamin Franklin Elementary School, and Elementary School No. 32. Based on their location, distance and cross or down groundwater gradient, depth to groundwater, and/or their status, GeoSoils determined that three of the four risk sites do not present a significant potential to environmentally affect the subject property. The March Air Force Base has a low potential to environmentally affect the groundwater and soil beneath the subject property. The four unmapped risk sites are located greater than one mile from the project site. Based on the location of the unmapped risk sites being greater than one mile from the project site, GeoSoils determined that these unmapped risk sites do not present a significant potential to environmentally affect the project site (GeoSoils 2008b). Further, given the site's historic agricultural use, a Phase II was prepared. The results of the testing are summarized on Draft EIR page 4.7-17. Additionally, based on the results of the Phase I and Phase II, the fact that the site is not on a list prepared pursuant to Government Section 65962.5, and since the top 6 inches of soil will be removed as part of MM HAZ 1, MM HAZ 2 and MM HAZ 3, impacts were determined to be less than significant.

- K-7** Please refer to Section 4.7, Hazards and Hazardous Materials, of the Draft EIR, which provides an explanation of the regulations that govern hazardous chemicals such as asbestos-containing materials and lead based paint.
- K-8** As discussed in Section 4.7, Hazards and Hazardous Materials, of the Draft EIR, soil sampling was performed as part of the Limited Phase II Environmental Site Characterization prepared by GeoSoils, Incorporated (GeoSoils) in 2007. GeoSoils collected surficial soil samples at depths ranging from 6 inches to 1 foot in the areas associated with the ASTs, near the agricultural operations where pesticides were used and randomly across the site. Samples were collected, stored, and transported to a California Department of Health Services certified laboratory. Some of the samples were tested for chlorinated pesticides and others were tested for total recoverable petroleum hydrocarbons. Only one of the samples tested for chlorinated pesticides tested positive for dichlorodiphenyldichloroethylene (DDE), at a concentration of 0.017 milligram/kilogram (mg/kg). The published threshold for DDE is 1.0 mg/kg where above this level is considered hazardous; therefore, the site concentration of DDE is well below this threshold. One of the soil samples tested indicated the petroleum encountered was in the very high carbon range (i.e., heavy oil range product versus diesel or gasoline) for total petroleum hydrocarbons. According to GeoSoils, petroleum in the heavy oil range products are not considered hazardous materials. GeoSoils concludes that the overall potential for significant on-site hazardous petroleum and pesticide contamination appears to be low, but may not be entirely precluded. Given the limited soil impact that was identified by GeoSoils testing, surficial soils should be removed. GeoSoils recommends removal; therefore, Mitigation Measure HAZ-1 will be required. Given this information, the project will have less than significant impacts related to being located on a known hazardous materials site. Additionally, mitigation measures (MM HAZ 2 and MM HAZ 3) will be required to ensure any potentially impacted soils are removed from the site adequately.
- K-9** Please refer to Sections 4.3, Air Quality, and 4.7, Hazards and Hazardous Materials, of the Draft EIR, which determines that the proposed project would have a less-than-significant impact related to hazards and human health.
- K-10** Please refer to Response to Comments K-6 and K-8.
- K-11** Please refer to the Initial Study prepared for the proposed project, attached as Appendix A to the Draft EIR, which determined that operational activities would have a less than significant impact with respect to hazards and hazardous materials.
- K-12** The comment states that DTSC is available to provide cleanup oversight, which is discussed in Section 4.7, Hazards and Hazardous Materials, of the Draft EIR.



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND



Letter L

MEMORANDUM FOR CITY OF RIVERSIDE  
ATTN: STEVE HAYES  
CITY OF RIVERSIDE  
COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION  
3900 MAIN STREET, 3<sup>RD</sup> FLOOR  
RIVERSIDE CA 92522

FROM: 452d Mission Support Group/Civil Engineers  
Base Operating Support  
610 Meyer Drive Bldg 2403  
March ARB CA 92518-2166

SUBJECT: Notice of Completion and Availability of DEIR No. 2010121049

1. The March Air Reserve Base (MARB) review of the Draft Environmental Impact Report for the Gless Ranch Project is provided with this memorandum.
2. This development is consistent with compatible land use and MARB mission operations at the proposed location. The site does not occupy any area impacted by current mission aircraft noise, flight paths, or any zones related to localized aircraft incident statistics.
3. Thank you for the opportunity to review and comment on this proposed development. If you have questions please contact Ms. Denise Hauser at (951) 655-4862.

L-1

PAMELA M. HANN  
Base Civil Engineer

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## **Response to Comment Letter L**

**Department of the Air Force, Air Force Reserve Command  
December 12, 2011**

- L-1** The comment states that the proposed project is consistent and compatible with the March Air Force Base mission operations and is not located in an area impacted by flight paths or other Air Force activities. The comment is noted.

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Letter M

**Hayes, Steve**

**From:** Brandie <gagenbryn@aol.com>  
**Sent:** Thursday, December 15, 2011 12:21 PM  
**To:** Hayes, Steve  
**Subject:** Support of Orangecrest proposed development

Dear Mr. Hayes -

My family and I reside at 8248 Lavender Lane, Riverside, CA 92508, which is located in the Orangecrest area. We have recently been made aware of the proposed development of the orange grove located near Barton and Van Buren. I am writing to express our excitement for the new development. It is our understanding that the development will consist of a Target, retail shops and restaurants. As the mother of three, I am a frequent Target shopper. A local Target will save me much time by avoiding traffic going up and down Alessandro as well avoiding freeway traffic to the Target in Moreno Valley. We also understand the development may include restaurants. We are very excited as the dining opportunities are limited in our area. In short, we support the development which will bring both retail and dining closer to home.

M-1

Thank you in advance taking time to consider my opinion on this matter.

Sincerely,

Brandie Gonzales, RN  
Orangecrest resident

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## Response to Comment Letter M

**Brandie Gonzalez**  
**December 15, 2011**

- M-1** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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Letter N

**Hayes, Steve**

**From:** Karl L. Hicks, CFP®, MBA <karlh@leonardllc.com>  
**Sent:** Thursday, December 15, 2011 11:37 AM  
**To:** Hayes, Steve  
**Subject:** Support For The Gless Ranch Project in Orange Crest Riverside

Hello Steve,

My name is Karl Hicks; I am a resident of the Orange Crest area in the City of Riverside. I wanted to write to you in support of the Gless Ranch project in our area. My wife and I are very excited about the development and very appreciative of John Gless' communications and openness to involve the community.

N-1

We are looking forward to the completion of the project and the addition of shopping option in the City of Riverside.

Thank you for reading my email.

Happy Holidays,

*Karl L. Hicks*

=====  
Karl L. Hicks, CFP®, MBA  
**The Leonard Financial Group, LLC**  
6820 Indiana Avenue, Suite 230 | Riverside, CA 92506  
(951) 781-7320 (P) | (951) 682-1382 (F)  
[karlh@leonardllc.com](mailto:karlh@leonardllc.com) | [www.leonardllc.com](http://www.leonardllc.com)

CONFIDENTIALITY NOTICE: This email transmission, and any documents, files or previous e-mail messages attached to it may contain confidential information that is legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this transmission is STRICTLY PROHIBITED. If you have received this transmission in error, please immediately notify us by reply e-mail and destroy the original transmission and its attachments. Thank you.

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## Response to Comment Letter N

**Karl L. Hicks**  
**December 15, 2011**

- N-1**      The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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Letter O

**Hayes, Steve**

**From:** Keith E. Smith <KESmith@wshblaw.com>  
**Sent:** Thursday, December 15, 2011 11:07 AM  
**To:** Hayes, Steve  
**Subject:** New Target Store

Mr. Hayes,

I am writing to you to express my support for the new Target store in Riverside. My wife and I are residents of the neighboring Mission Ranch community and are very excited about the new Target store.

From the first time we heard of the prospect of the center, and especially, the new Target store, we could not wait for it to be opened. We currently have no nearby Target or similar store and regularly have to go to neighboring Moreno Valley to go to Target. With three young children, Target is an essential for our family.

The new Target will only be a few minutes away and will bring a much needed source of shopping to our family and our neighbors, who are also excited about the new Target. Instead of spending our tax dollars in Moreno Valley, they will now be spent in Riverside, where they should be spent, and providing Riverside with the tax dollars.

In addition, we will not have to make the 20 minute drive to Moreno Valley, thus saving gas and benefiting the environment.

In short, my family and I strongly support the new Target. If you would like to discuss this further, please feel free to contact me at the telephone number below.

Best Regards,

Keith E. Smith  
Keith E. Smith  
Wood, Smith, Henning & Berman, LLP  
(951) 779-5000 Office  
(951) 318-6684 Cell  
This communication may be protected by Attorney/Client privilege

O-1

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## Response to Comment Letter O

**Keith E. Smith**  
**December 15, 2011**

- O-1** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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Letter P

**Hayes, Steve**

**From:** ljakk5@aol.com  
**Sent:** Thursday, December 15, 2011 8:18 PM  
**To:** Hayes, Steve  
**Subject:** Gless Ranch

Dear Mr. Hayes,

I would like to voice my support of the proposed development at the location that is currently the grove surrounding the Gless Ranch market. I am a resident of the area and we are in need of dining and shopping opportunities that will allow us to avoid traveling to Moreno Valley or the Tyler Mall area. In addition to providing much needed stores for our area we also look forward to the prospect of having a center that will provide meeting and dining areas for friends and family. I feel that a center like this is long overdue and I look forward to being able to shop and dine close to home and also to seeing my tax dollars spent in Riverside rather than Moreno Valley.

P-1

Thank you for your consideration.

Sincerely,

Laura Linn

LJAKK5@aol.com  
909-731-0876  
19800 Cuyama Lane Riverside, CA 92508

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## Response to Comment Letter P

Laura Linn  
December 15, 2011

- P-1** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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EDMUND G. BROWN JR.  
GOVERNOR

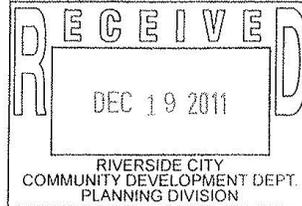
STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

Letter Q

December 16, 2011



Steve Hayes  
City of Riverside  
3900 Main Street, 3rd Floor  
Riverside, CA 92522

Subject: Gless Ranch - Cases P10-0113 (EIR), P10-0449 (Design Review), P10-0114 (Variance) and P10-0118  
SCH#: 2010121049

Dear Steve Hayes:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 15, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Q-1

Document Details Report  
State Clearinghouse Data Base

**SCH#** 2010121049  
**Project Title** Gless Ranch - Cases P10-0113 (EIR), P10-0449 (Design Review), P10-0114 (Variance) and P10-0118  
**Lead Agency** Riverside, City of

**Type** EIR Draft EIR  
**Description** The proposed project consists of removing orange grove and associated structures on site. The existing fruit stand will stay on site and be incorporated into the larger development plan. The 40-acre site will be developed into a commercial retail center (Gless Ranch). The total size of the proposed Gless Ranch project will not exceed 420,000 sq. ft. The proposed project includes an ~138,516 sq ft. Target store, an ~ 124,076 sq ft home improvement center with ~ 31,357 sq ft of outdoor garden center, and ~ 125,608 sq ft of other retail pads as permitted by 19.150.020 - Permitted Uses Table of the City of Riverside's Municipal Code (see figure 3, Site Plan). The proposed project will include 1,841 on-site parking spaces with ingress/egress on Van Buren Blvd and Barton St.

**Lead Agency Contact**

**Name** Steve Hayes  
**Agency** City of Riverside  
**Phone** 951 826 5775 **Fax**  
**email**  
**Address** 3900 Main Street, 3rd Floor  
**City** Riverside **State** CA **Zip** 92522

**Project Location**

**County** Riverside  
**City**  
**Region**  
**Lat / Long** 33° 53' 12.465" N / 117° 18' 58.8054" W  
**Cross Streets** Barton Street and Van Buren Blvd  
**Parcel No.** 284-020-010, 266-120-002 and 266-120-034  
**Township** 3S **Range** 4W **Section** 20/29 **Base**

**Proximity to:**

**Highways** I-215  
**Airports** March Air Reserve Base  
**Railways**  
**Waterways** On-site unnamed drainage  
**Schools** Amelia Earhart Middle  
**Land Use** CR-S-2-X-SP - Commercial Retail, Two-Story Building Height, Building Setback and Specific Plan (Orangecrest) Overlay Zones/Commercial Land Use

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 6; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; Office of Emergency Management Agency, California; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission

**Date Received** 11/01/2011 **Start of Review** 11/01/2011 **End of Review** 12/15/2011

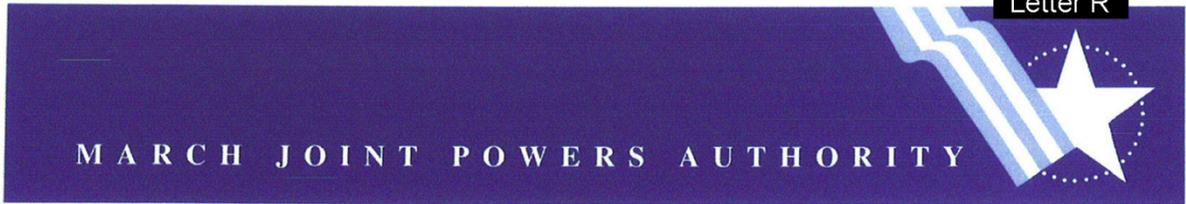
Note: Blanks in data fields result from insufficient information provided by lead agency.

## **Response to Comment Letter Q**

**Governor's Office of Planning and Research, State Clearinghouse  
and Planning Unit  
December 19, 2011**

- Q-1** This comment is a response from the State Clearinghouse stating that the agency has forwarded the Draft EIR to state agencies for review.

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December 28, 2011

Mr. Steve Hayes, Principal Planner  
 City of Riverside  
 Community Development Department  
 Planning Division  
 3900 Main Street, Third Floor  
 Riverside, CA 92522

**RE: COMMENTS REGARDING THE DRAFT ENVIRONMENTAL IMPACT  
 REPORT FOR THE PROPOSED GLESS RANCH PROJECT**

Dear Mr. Hayes:

March JPA has reviewed the Draft Environmental Impact Report (DEIR) for the Gless Ranch Shopping Center project located adjacent to the March JPA planning area, at the southwest corner of Van Buren Boulevard and Barton Street. Per our conversations, we appreciate the City of Riverside allowing the March JPA additional review time to provide comments on the DEIR, and discuss the issues collaboratively over the past two weeks with Riverside staff.

As described in the DEIR, the 40-acre Project Site would be developed as a 420,000 square foot commercial retail center consisting of a 138,516 square-foot Target Center, a 124,076 square-foot home improvement center with 31,357 square feet of outdoor garden sales, and 125,608 square feet of other retail uses. March JPA has the following comments regarding the CEQA analysis for this project:

**Notice of Preparation and Circulation**

1. On January 19, 2011 March JPA sent comments to the City of Riverside by e-mail and overnight mail regarding the Notice of Preparation for the Gless Ranch Project. Our comments regarding the Notice of Preparation are not located in the Draft EIR. March JPA requests that the January 19, 2011 letter be included in the Final EIR for this project. Beyond that, no further response is necessary to that letter.
2. March JPA does not have record of receiving the DEIR from the City of Riverside. I note that the Notice of Preparation was sent to our former P.O. address (which has been inactive for more than two years) and I suspect that the draft EIR was also sent there. March JPA requests that all future correspondence from the City regarding this and other CEQA and land use related items be sent to the address listed below:



23555 MEYER DR. \* RIVERSIDE, CALIFORNIA 92518 \* (951)656-7000 \* FAX(951)653-5558  
 E-MAIL: invest@marchjpa.com \* WEBSITE: www.marchjpa.com

Mr. Steve Hayes  
December 28, 2011

March Joint Powers Authority  
Attn: Planning Director  
23555 Meyer Drive  
Riverside, CA 92518

↑  
R-3  
cont.

**Project Access**

3. As identified in our letter of January 19, 2011 March JPA has had preliminary discussions with the City of Riverside staff and project engineer that indicate that the proposed signalized intersection at Barton Street/Project Driveway was determined to be in extreme proximity, and slightly off-set, from the planned Street "P" within the March Business Center south campus, as approved by Tentative Map 30857. This offset, which is believed to be approximately 34', would create a non-standard intersection that will result in compromised efficiency and safety. Accordingly, we request that the site plan be revised to identify a more conventional aligned intersection at Barton Street and Gless Ranch/Street "P". March JPA is supportive of the revised intersection; however the current alignment of Street "P" within March JPA is fixed due to the conveyance of a 10-acre site (potential Police Station) from March JPA to the City of Riverside.

↑  
R-4

4. As identified in our letter of January 19, 2011, Figure V-5C of the March Business Center Specific Plan (SP-1) identifies that the east half of Barton Street is planned for a 56' half street right-of-way, providing 38' of half-street improvements to accommodate half of the two-way left turn lane, a 12' northbound inner travel lane, a 14' outer northbound travel lane, and a 6' striped northbound Class II bike lane. Please provide details of the planned right-of-way width, street section, planned street striping and potential southbound bike lane as components of the site plan and project EIR and identify how right-of-way from the privately owned parcel located at the southeast corner of Barton and Van Buren will be acquired in order to accommodate the necessary travel/turning lanes.

↑  
R-5

**Cumulative Projects**

5. As identified in our letter of January 19, 2011, the following planned/approved projects are among the projects that should be included in the cumulative analysis:

- Meridian Business Park SP-5 (including March Business Center SP-1)
- Fresh & Easy Distribution Center
- March LifeCare
- Ben Clark Training Center

It is not clear if the 628-acre south campus of the March Business Center Specific Plan was included as a component of the cumulative traffic analysis.

↑  
R-6

Mr. Steve Hayes  
December 28, 2011

- 6. Please note that the Ben Clark Training Center EIR included required mitigation for capacity enhancing infrastructure at the Barton/Van Buren intersection. Please work directly with the County in implementing the required mitigation.

R-7

**Mitigation/Fair Share**

- 7. Draft EIR Section 4.10-3: mitigation measure Traffic-6 conflicts with DEIR Section 4.10.3. Specifically, the draft EIR states, *“The following list of planned improvements will be constructed as part of the proposed project. These improvements will maintain acceptable levels of service in the project vicinity. Barton Street at Van Buren Boulevard: Widen and/or restripe Barton Street to provide a second northbound left-turn lane and an exclusive northbound right-turn lane. Widen and/or restripe Van Buren Boulevard to provide a third eastbound through lane, an exclusive eastbound right-turn lane and a second westbound left-turn lane. Widen and/or restripe Van Buren Boulevard for three eastbound departure lanes. Modify the existing traffic signal for eight-phase operation.*

R-8

Draft mitigation measure Traffic-6 (below) provides an option to not install the necessary improvements, and accordingly it will not serve to mitigate the project impacts. March JPA requests that the mitigation measure be revised to require the needed improvements as identified in the DEIR.

*MM TRAFFIC-6: Barton Street at Van Buren Boulevard: Provide a fair-share contribution towards or construct the following improvements. Modify the traffic signal and install a northbound right-turn overlap phase.*

- 8. Draft EIR Section 4.10-10: The Existing Plus Project Traffic analysis identifies that significant impacts will result at the Van Buren/I-215 southbound and Van Buren/I-215 northbound ramps. The draft EIR correctly identifies that the County and CalTrans are in the process of implementing the I-215/Van Buren Boulevard interchange project. This project is planned to completely reconstruct the interchange and with that project, the LOS will be reduced to an acceptable level. Gless Ranch will be required to pay its TUMF fees, which is contributing to the I-215 improvement project. Because the City does not have control over the timing of the improvements that will be made by the County, such improvements are considered infeasible as discussed under Section 4.10.5, Mitigation Measures. Since the City cannot dictate timing or implementation of the improvements, impacts to these intersections are considered significant and unavoidable. In accordance with our letter of January 19, 2011, March JPA requests that the Project provide a fair share contribution to improvements at the I-215/Van Buren Boulevard interchange, because at this date, funding for the construction of the interchange is not fully assured.

R-9

- 9. Draft EIR Table 4-10-13 identifies that intersection 18 (Gless Ranch Road/Barton St) will be improved from level of service E to C with project improvements under Year 2013 Plus A.G. Plus Project Plus Cumulative with Improvements. DEIR mitigation

R-10

Mr. Steve Hayes  
December 28, 2011

measure Traffic-7 is not definitive in requiring improvements; rather it again provides an option to provide a fair share contribution that is not consistent with the analysis in the DEIR. In order to assure the identified benefit in level of service, specific street improvements need to be constructed to widen and/or restripe Barton Street to provide a second northbound through lane and a second northbound departure lane. March JPA is happy to dedicate the right-of-way, if needed, to assist in mitigating the impacts at this location.

10. *Draft EIR Page 6.0-17* identifies that significant cumulative traffic impacts will occur at Harmon Street/Meridian Parkway at Van Buren in a 2013 cumulative scenario. The DEIR text goes on to identify that for impacts to this intersection, two established mitigation funds, the County DIF and the County Road and Bridge Benefit District, are available. This is incorrect information as the only program established to improve Van Buren Boulevard is the TUMF program. However, it is not possible to mitigate the significant impacts within the 2013 timetable. March JPA believes feasible mitigation exists in the form of participation in Van Buren improvements on a fair share basis as determined through an agreement with the County of Riverside and March Joint Powers Authority. At the request of the City of Riverside, this approach was used effectively on the approved March LifeCare development, which resulted in conditions of approval that create a fair share proportional contribution by the developer (determined to be over \$526,000) to secure the timely improvement of Van Buren Boulevard.

Please contact me at (951) 656-7000 if I may provide further information.

Sincerely,

*P.P.* 

Dan Fairbanks, AICP  
Planning Director

cc: Lori Stone, March JPA Executive Director

attach: Van Buren Boulevard Fair Share Analysis



MARCH JOINT POWERS AUTHORITY



January 31, 2012

Steve Hayes  
Acting Planning Director  
City of Riverside  
3900 Main Street, 3rd Floor  
Riverside, CA 92522

**SUBJECT: COMMENTS ON THE DRAFT EIR FOR GLESS RANCH**

Dear Mr. Hayes:

This is a follow-up to my previous letter, dated December 28, 2011, regarding the March Joint Powers Authority's comments on the draft EIR for the Gless Ranch development. Specifically, March JPA rescinds our previous comments regarding the appropriateness of a fair share contribution for Van Buren Boulevard and the Van Buren/Interstate 215 interchange.

March JPA believes that the specific intent of the existing Transportation Uniform Mitigation Fee (TUMF) program was to improve Van Buren Boulevard, Van Buren/Interstate 215 interchange and other regionally significant infrastructure on a fair share basis. To that end, the aforementioned projects are already required to pay a fair-share proportion for future improvements. Thus, payment of an additional fair-share apportionment beyond TUMF is essentially two assessments for the same improvement.

The critical issue in improving Van Buren Boulevard is to expedite the use of TUMF dollars through close collaboration with WRCOG and RCTC. Furthermore, other resources exist, including the use of Measure A (1/2 cent County sales tax) as Van Buren Boulevard qualifies for potential matching funds, as identified in RCTC Ordinance #02-001 and the 2009-2039 Measure A Map, both of which are available at <http://www.rctc.org/measurea.asp>.

March JPA does not support the use of additional assessments, beyond TUMF and Measure A, in widening Van Buren Boulevard and the Van Buren/Interstate 215 interchange. We look forward to collaborating with the City of Riverside in pursuing TUMF and Measure A resources to fund these improvements.

If I may provide further information, please contact me at (951) 656-7000.

R-12

Sincerely,



Dan Fairbanks, AICP  
March JPA

cc: Lori Stone, March JPA Executive Director

Letter R,  
Attachment A

# Van Buren Boulevard Fair Share Analysis

Final Report  
October 15, 2010

Prepared by:



# Van Buren Boulevard Fair Share Analysis

Prepared by:



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Final Report

October 15, 2010

Prepared for:



23555 Meyer Drive  
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Van Buren Boulevard Fair Share Analysis

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*Van Buren Boulevard Fair Share Analysis*

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Van Buren Boulevard Fair Share Analysis

## VAN BUREN BOULEVARD FAIR SHARE ANALYSIS

October 2010

### STUDY PURPOSE

In 2010, the March JPA, recognizing the need to address impacts of planned growth and development along Van Buren Boulevard, initiated development of this Fair Share Analysis (Study) to address future improvements, funding sources and shortfall, and the funding responsibility of proposed development projects.

This Study is intended to analyze the portion of Van Buren Boulevard between Barton Street and Interstate 215 (I-215) (study area). The Plans, Specifications, and Estimate (PS&E) for the Van Buren Boulevard/I-215 interchange project is currently in review. The project is targeted for approval in December 2010 and the March JPA considers it a separate project from this Study. Van Buren Boulevard currently consists of 4-5 travel lanes but is identified as an Arterial Highway and a scenic corridor in the March JPA General Plan. An Arterial Highway is described as a 102-foot roadway within a 120-foot right of way. This would provide for three (3) lanes of travel in each direction, a raised median to accommodate left turn lanes, a Class II bike lane, and no curbside parking. Numerous other transportation studies have also identified that improvements will be required on Van Buren Boulevard in the future to increase capacity and accommodate the proposed developments along the corridor.

### RECOMMENDED IMPROVEMENTS FOR VAN BUREN BOULEVARD

#### Analysis Methodology

Intersection level of service (LOS) analysis was conducted using Synchro software and the methods of the 2000 Highway Capacity Manual (HCM). Levels of Service can be determined for both signalized and unsignalized intersections. All of the existing study intersections are currently signalized except for the intersection of Van Buren Boulevard and Opportunity Way, which does not currently exist.

Intersection turning movement counts and roadway geometrics used to develop existing condition LOS calculations were obtained from count data contained in the Meridian Specific Plan Amendment (SPA) Traffic Impact Study (TIS), dated April 2010. That study represents the latest set of existing traffic counts available along Van Buren Boulevard within the study area. Future traffic volumes were derived from several sources as noted below. TIS, Environmental Impact Report (EIR), or other documents for six (6) proposed developments that will impact Van Buren Boulevard were collected and researched. These developments include:

- March Business Center
- Meridian SPA
- Ben Clark Training Center
- March LifeCare
- Orancrest Specific Plan
- Gless Ranch





### Van Buren Boulevard Fair Share Analysis

#### Existing Conditions

Existing AM and PM peak hour turning movements were used to analyze existing travel conditions along the corridor. Traffic counts were conducted for the peak hour periods of 7:00-9:00 AM and 4:00-6:00 PM on a Tuesday, Wednesday, or Thursday in 2009, as noted in the Meridian SPA TIS. For purposes of the fair share analysis, the following intersections on Van Buren Boulevard were analyzed:

- Barton Street
- Coyote Bush Road
- Orange Terrace Parkway
- Village West Drive
- Meridian Parkway
- Opportunity Way

The existing lane geometry and traffic volumes are shown in Figure 1. The resulting delay and LOS for the existing conditions is shown in Table 1 and the Synchro worksheets are provided in Appendix A. The intersection of Barton Street at Van Buren Boulevard is the only intersection that is currently operating worse than the acceptable level of service (LOS) D.

#### Future Year 2035 Conditions

Future Year 2035 traffic volumes were based upon several sources. The Fresh & Easy Distribution Center TIS, dated July 2009, contained traffic volumes for the Year 2035 obtained from the Moreno Valley Travel Model (MVTM). The Meridian SPA TIS contained traffic volumes for the year 2030, also obtained from the MVTM. Since both studies contained future traffic volumes that were not consistent, VRPA used the highest individual turning movement between the Fresh & Easy 2035 volumes and the Meridian SPA 2030 volumes (increased by 10% to account for 5 years of growth or 1.9% per year increase in traffic volume) to determine the appropriate future traffic volumes for development of the fair share analysis. This method of calculating the future traffic volumes is conservative because it assumes the worst-case scenario (i.e. highest traffic volumes).

Future Year 2035 traffic volumes are shown in Figure 2. The resulting delay and LOS for future conditions is shown in Table 2. The existing lane geometries plus minimal improvements for the addition of intersection legs were assumed in this analysis. All study intersections are predicted to operate at unacceptable levels of service or LOS F for this scenario.

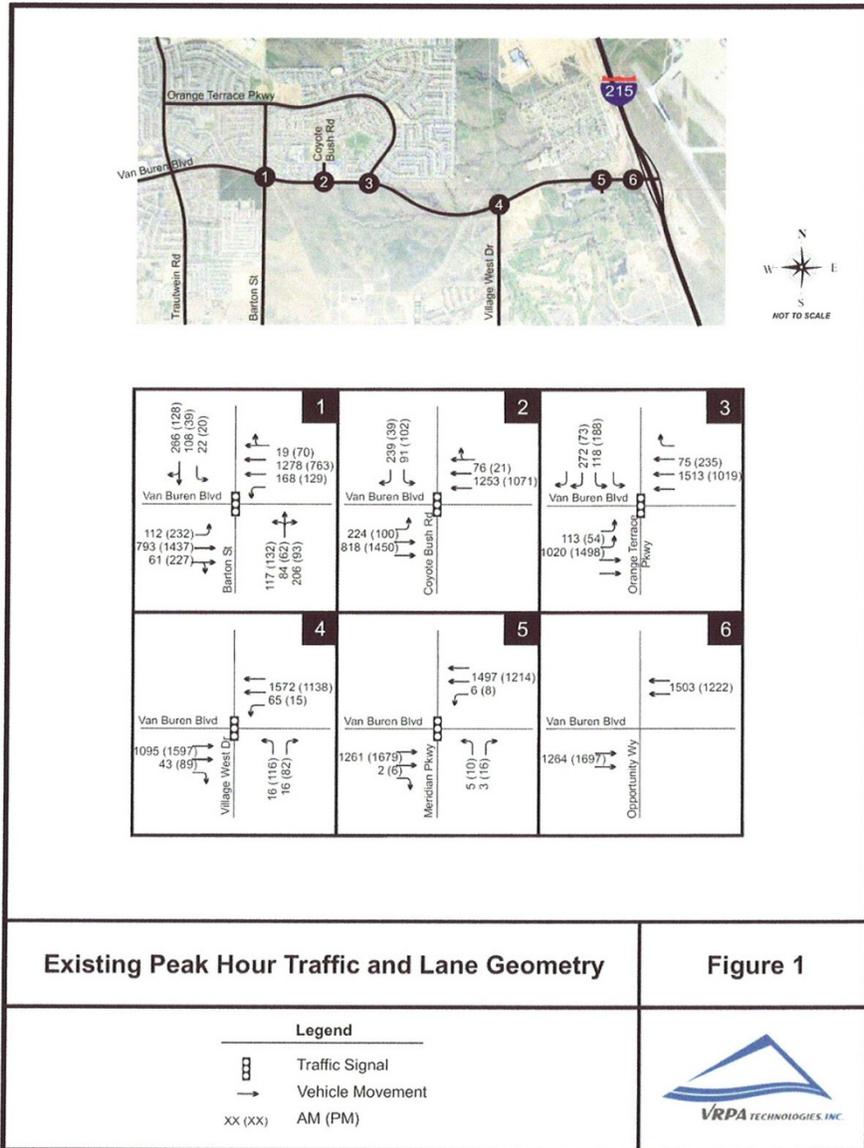
#### Recommended Mitigation

Based on information contained in the Fresh & Easy TIS, Meridian SPA TIS, Van Buren Striping Exhibit developed by Kimley-Horn and Associates, right-of-way constraints, lane continuity considerations, and recent discussions with City of Riverside and March JPA staff, VRPA has proposed feasible improvements to mitigate the impact of future growth along Van Buren Boulevard. Turn pocket storage length for left and right turn lanes was determined using the 1 ft/vehicle/hour/lane method as a guide. Figure 3 shows the proposed lane configurations and turn pocket storage length for the study area intersections.

Table 3 shows the resulting delay and LOS with construction of these improvements. As shown in Table 3, all study intersections are still predicted to operate at unacceptable levels of service or LOS F even with the construction of feasible improvements.



Van Buren Boulevard Fair Share Analysis



Existing Peak Hour Traffic and Lane Geometry

Figure 1

**Legend**  
 Traffic Signal  
 Vehicle Movement  
 XX (XX) AM (PM)





Van Buren Boulevard Fair Share Analysis

Table 1  
Existing Intersection Operations

INTERSECTION	CONTROL TYPE	PEAK HOUR	EXISTING	
			DELAY <sup>1</sup>	LOS
1 Barton St / Van Buren Blvd	Signal	AM	57.8	E
		PM	56.7	E
2 Coyote Bush Rd / Van Buren Blvd	Signal	AM	13.7	B
		PM	10.5	B
3 Orange Terrace Pkwy / Van Buren Blvd	Signal	AM	17.9	B
		PM	14.3	B
4 Village West Dr / Van Buren Blvd	Signal	AM	22.2	C
		PM	14.0	B
5 Meridian Pkwy / Van Buren Blvd	Signal	AM	14.5	B
		PM	14.1	B
6 Opportunity Wy / Van Buren Blvd <sup>2</sup>	None	AM	--	--
		PM	--	--

DELAY is measured in seconds.

LOS = Level of Service

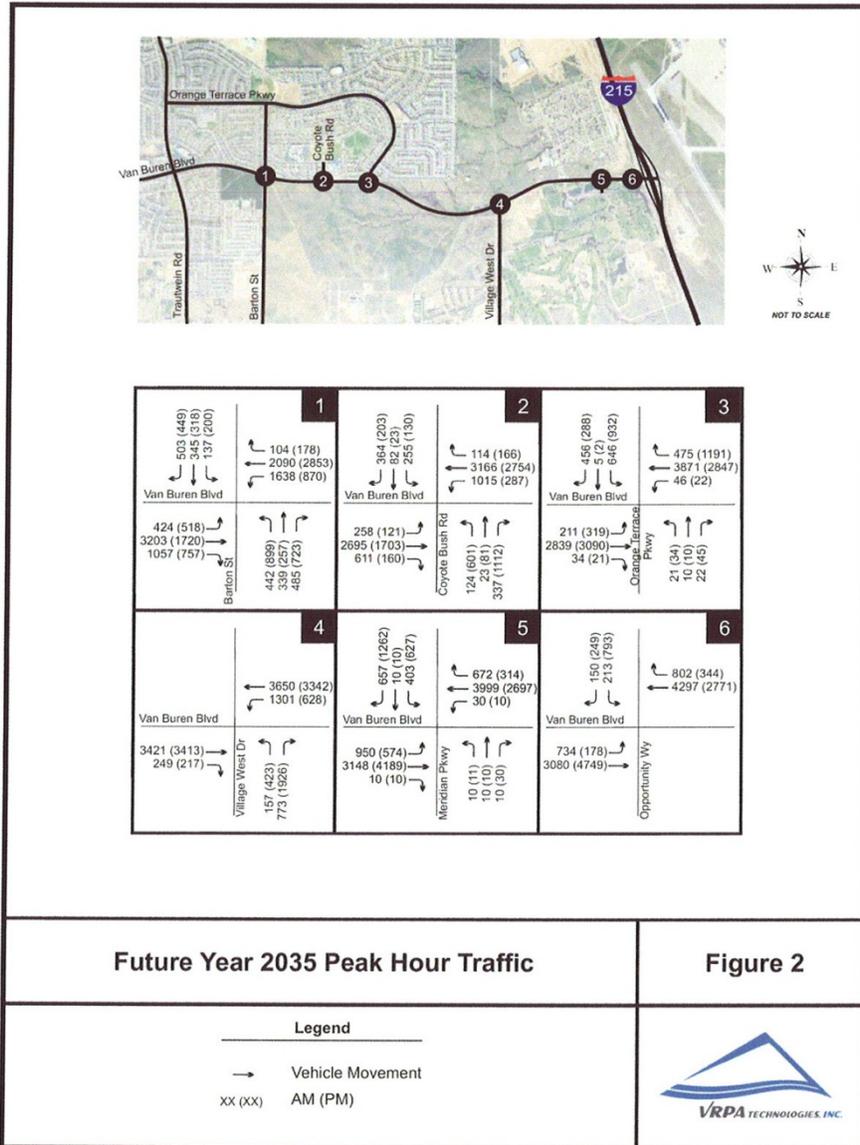
1 For signalized intersections, delay results show the average delay for the entire intersections.

2 Intersection does not currently exist.





Van Buren Boulevard Fair Share Analysis



Future Year 2035 Peak Hour Traffic

Figure 2

**Legend**  
 → Vehicle Movement  
 xx (xx) AM (PM)





Van Buren Boulevard Fair Share Analysis

Table 2  
Future Year 2035 Intersection Operations

INTERSECTION	CONTROL TYPE	PEAK HOUR	FUTURE YEAR 2035 (UNMITIGATED)	
			DELAY <sup>1</sup>	LOS
1 Barton St / Van Buren Blvd	Signal	AM	>80.0	F
		PM	>80.0	F
2 Coyote Bush Rd / Van Buren Blvd	Signal	AM	>80.0	F
		PM	>80.0	F
3 Orange Terrace Pkwy / Van Buren Blvd	Signal	AM	>80.0	F
		PM	>80.0	F
4 Village West Dr / Van Buren Blvd	Signal	AM	>80.0	F
		PM	>80.0	F
5 Meridian Pkwy / Van Buren Blvd	Signal	AM	>80.0	F
		PM	>80.0	F
6 Opportunity Wy / Van Buren Blvd	Signal	AM	>80.0	F
		PM	>80.0	F

DELAY is measured in seconds.

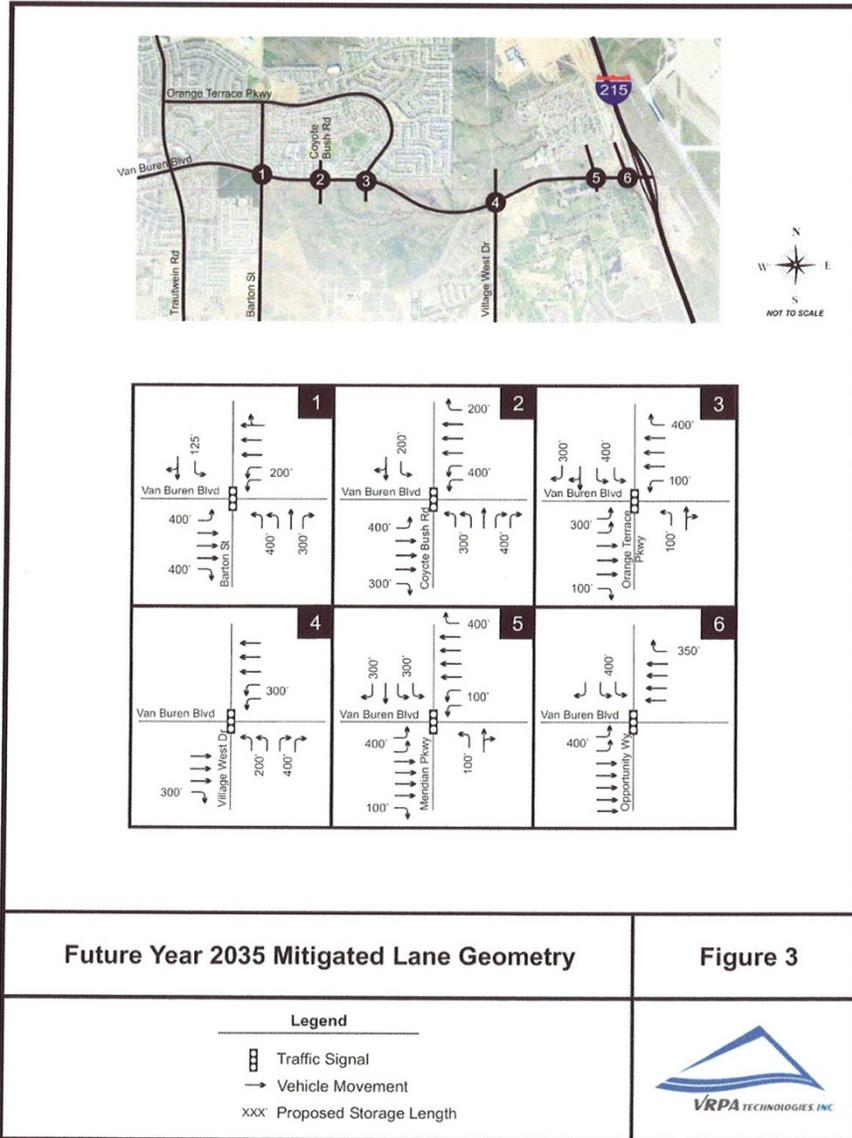
LOS = Level of Service

<sup>1</sup> For signalized intersections, delay results show the average delay for the entire intersections.





Van Buren Boulevard Fair Share Analysis





Van Buren Boulevard Fair Share Analysis

Table 3  
Future Year 2035 Intersection Operations with Mitigation

	INTERSECTION	CONTROL TYPE	PEAK HOUR	FUTURE YEAR 2035 (MITIGATED)	
				DELAY <sup>1</sup>	LOS
1	Barton St / Van Buren Blvd	Signal	AM	>80.0	F
			PM	>80.0	F
2	Coyote Bush Rd / Van Buren Blvd	Signal	AM	>80.0	F
			PM	>80.0	F
3	Orange Terrace Pkwy / Van Buren Blvd	Signal	AM	>80.0	F
			PM	>80.0	F
4	Village West Dr / Van Buren Blvd	Signal	AM	>80.0	F
			PM	>80.0	F
5	Meridian Pkwy / Van Buren Blvd	Signal	AM	>80.0	F
			PM	>80.0	F
6	Opportunity Wy / Van Buren Blvd	Signal	AM	>80.0	F
			PM	33.9	C

DELAY is measured in seconds.

LOS = Level of Service

<sup>1</sup> For signalized intersections, delay results show the average delay for the entire intersections.

Major Findings

- Three (3) travel lanes in each direction are recommended. Additional lanes are required to achieve improved LOS, however, the addition of such lanes is not feasible due to constraints caused by the riparian habitat and lane continuity considerations.
- The addition of dedicated right turn lanes at:
  - Barton Street – eastbound and northbound approaches
  - Coyote Bush Road – eastbound, westbound, and northbound (dual) approaches
  - Orange Terrace Parkway – eastbound approach
  - Village West Drive – northbound (dual) approach
  - Meridian Parkway – westbound and southbound approaches
  - Opportunity Way – westbound and southbound approaches





Van Buren Boulevard Fair Share Analysis

- The addition of dedicated left turn lanes at:
  - Barton Street – dual left turns at northbound and westbound approaches
  - Coyote Bush Road – dual left turns at northbound and westbound approaches
  - Orange Terrace Parkway – westbound and northbound approaches
  - Village West Drive – dual left turns at westbound and northbound approaches
  - Meridian Parkway – dual left turns at eastbound, westbound, and southbound approaches
  - Opportunity Way – dual left turns at eastbound and southbound approaches
  
- Other additional improvements:
  - Increasing the turn pocket storage length at:
    - Coyote Bush Road – southbound left turn from 100' to 200'
    - Orange Terrace Parkway – southbound left turn from 350' to 400', westbound right turn from 200' to 400'
    - Village West Drive – eastbound right turn from 125' to 300', northbound left turn from 50' to 200', and westbound left turn from 200' to 300'
  - Prohibiting u-turns at all locations to allow dedicated right turning movements on permitted and overlap phases
  - Allow a free right turn on southbound Meridian Parkway

**COST OF RECOMMENDED IMPROVEMENTS**

New Lane Costs

Within the study area, there are four (4) distinct segments to consider, as follows:

- Barton Street to Orange Terrace Parkway – 5 lanes existing, need 6 total (construct one new lane)
- Orange Terrace Parkway to Meridian Parkway – 4 lanes existing, need 6 total (construct two new lanes)
- Meridian Parkway to Opportunity Way – 4 lanes existing, need 8 total (construct four new lanes)
- Opportunity Way to I-215 – 4 lanes existing, need 9 total (construct five new lanes)

Summing the length of each segment and the number of new lanes required, the total amount of widening to be done is 5.7 lane-miles. The estimated cost for this construction is determined using TUMF unit costs, which only consider capacity enhancing improvements.

Construction = 5.7 lane-miles * \$627,000/lane-mile =	\$3,573,900
Right of Way = 5.7 lane-miles * \$802,500/lane-mile =	\$4,574,250
Planning/Enviro = 10% of construction =	\$357,390
Engineering = 25% of construction =	\$893,645
<u>Contingency = 10% of (construction + ROW) =</u>	<u>\$814,815</u>
<b>TOTAL =</b>	<b>\$10,214,000</b>





*Van Buren Boulevard Fair Share Analysis*

Additional Capacity Enhancing Improvement Costs

The cost identified above only includes road improvements that are prescribed by the TUMF program. However, there are other capacity enhancing improvements that are above and beyond the typical TUMF roadway cross-section and are appropriate for construction as part of the Van Buren Boulevard widening. These items include:

- Drainage Improvements – Minor drainage lines for dewatering the roadway are included in the TUMF cost assumptions, however there is also a need for one large culvert crossing perpendicular to the roadway. Estimated cost for this master drainage culvert is \$400,000.
- Streambed Alteration – There is a small streambed that crosses under Van Buren Boulevard, and in order to widen the roadway, this streambed will need to be altered. The stream has been determined to be a jurisdictional feature, and as such it is necessary to obtain permits from regulatory agencies and provide mitigation. Estimated cost for the streambed alteration, permitting, and mitigation is \$1,000,000.
- Enhanced Intersections – At the intersections of Van Buren Boulevard at Meridian Parkway and Opportunity Way, enhanced intersections would be installed with decorative concrete to provide an aesthetically pleasing entrance to the Van Buren corridor and the City of Riverside. Estimated cost for enhanced intersections is \$150,000.

Cost of all additional capacity enhancing improvements:

▪ Drainage Culvert =	\$400,000
▪ Streambed Alteration =	\$1,000,000
▪ <u>Enhanced Intersections =</u>	<u>\$150,000</u>
 TOTAL =	 \$1,550,000

It should be noted that the construction costs do not include cost of sidewalks, landscaping, and street lights.

Additional Non-Capacity Enhancing Improvement Costs

The following items are not considered capacity enhancing improvements, however, they are necessary as part of the Van Buren Boulevard widening:

- Raised Median – A raised, landscaped median would be installed along the length of the project, in place of the striped median that currently exists. Work would include pavement removal, curb installation, landscaping, and irrigation. Estimated cost for raised median is \$750,000.
- Street Lighting – Street lights would be placed every 200' along Van Buren Boulevard. Estimated cost for street lighting is \$200,000.

Cost of all additional non-capacity enhancing improvements:

• Raised Median =	\$750,000
• <u>Street Lighting =</u>	<u>\$200,000</u>
 TOTAL =	 \$950,000





### Van Buren Boulevard Fair Share Analysis

#### Intersection Improvement Costs

In addition to the costs of adding new through lanes, there are various costs associated with improvements at intersections throughout the study area. These improvements include traffic signal construction, acquisition of additional right of way (ROW) for corner cutbacks and turn pockets, and construction of new right and left turn pockets.

At each of the six (6) study intersections, the existing traffic signal will need to be replaced to accommodate the new improvements (with the exception of Van Buren Boulevard and Opportunity Way, where there is no existing signal).

Each intersection was considered and a rough cost estimate developed for the recommended improvements. The costs for the intersections along Van Buren Boulevard are as follows:

- Barton Street<sup>1</sup> - \$450,000
- Coyote Bush Drive - \$475,000
- Orange Terrace Parkway - \$330,000
- Village West Drive - \$500,000
- Meridian Parkway - \$450,000
- Opportunity Way - \$300,000

It should be noted that these costs are for capacity enhancing improvements and only include work being done on Van Buren Boulevard and existing intersection streets. In some cases, there is a fourth leg to the intersection that does not yet exist (for example, there is currently no south leg of the intersection of Van Buren Boulevard and Coyote Bush Road). It is assumed that the cost of constructing the new legs at intersections will be the responsibility of a private developer as part of some other effort.

Therefore, the intersection costs identified above are rough estimates only and assume that the improvements in question can be built without major reconstruction of the existing roadway and without prohibitive ROW costs.

#### ADDITIONAL FUNDING SOURCES

Research was conducted to identify possible contributions from the City of Riverside, County of Riverside, and Western Riverside Council of Governments (WRCOG) toward the widening of Van Buren Boulevard between Interstate 215 and Barton Street. Specifically, the research was conducted to determine if:

1. The agencies in question have money programmed in their Capital Improvement Program (CIP) budget to widen Van Buren Boulevard in the study area.
2. The agencies in question have included the study area in their respective development impact fee nexus, and thus would collect fee revenue in the future that could be applied to the widening of Van Buren Boulevard.

<sup>1</sup> The improvements recommended at Van Buren Boulevard and Barton Street are required by existing deficiencies and cannot be applied to this fair share analysis. However, the EIR for the Ben Clark Training Center indicates it is responsible for its fair share of improvements at this location, and this cost has been included in the calculations at the end of this report.



### Van Buren Boulevard Fair Share Analysis

#### City of Riverside

##### *City of Riverside CIP Budget*

The City of Riverside adopts a 5-year CIP budget each year. The current fiscal year is programmed in great detail and given a balanced budget, while the following four (4) years are presented with somewhat less detail and unfounded needs are identified.

Within the 2009-10 CIP budget, there are no funds identified for improvements to Van Buren Boulevard between I-215 and Barton Street. Thus, the City does not currently appear to have any plans to fund improvements in the study area within the next five (5) years.

##### *City of Riverside TIF Program*

The City of Riverside created its TIF in the late 1980's, and the fee has not been updated since that time. As such, it is very low compared to other local municipalities. While the original nexus study for the TIF was not obtained, it is assumed that the study area was not included in the nexus, since it would not yet have been annexed into the city limits at that time.

In 2004, the City of Riverside had an updated transportation nexus study prepared by Parsons, Brinckerhoff, Quade & Douglass. This study specifically excluded any funding for the widening of Van Buren Boulevard, since it was already within the Transportation Uniform Mitigation Fee (TUMF) nexus, thus avoiding an overlap in fee programs. However, the 2004 nexus study does not appear to have been adopted, as the fees remain at 1988 levels.

#### County of Riverside

##### *County of Riverside CIP Budget*

The Riverside County Transportation Department adopts a 7-year CIP budget each year, entitled "County of Riverside Transportation Improvement Program". This year's version is dated November 24, 2009.

Within the 2009-10 TIP, there are no funds programmed to improve the study area along Van Buren Boulevard. Thus, the County does not currently appear to have any plans to improve this portion of Van Buren Boulevard in the next seven (7) years. There are funds programmed in the County TIP for the reconstruction of the I-215/Van Buren Boulevard interchange, for which the County has been made the lead agency.

##### *County of Riverside DIF Program*

The County of Riverside maintains a document entitled "Public Facilities Needs List", which serves as the nexus for their Development Impact Fees (DIF). There is a line item on this list for "Van Buren St" from I-215 to Orange Terrace Parkway. However, this line item is given a Total Facility Cost of \$0, and as such, any County DIF money cannot be applied to improving this segment.

It is likely that this line item was not originally set to \$0, but was so modified upon the implementation of the TUMF, to avoid overlap in the two (2) fee programs.



Van Buren Boulevard Fair Share Analysis

WRCOG

WRCOG TUMF

The WRCOG TUMF nexus includes funding for the widening of Van Buren Boulevard between I-215 and Barton Street to a total of six (6) through lanes. This reach straddles two (2) different segments within the TUMF nexus, so the maximum available funding must be calculated using the unit values for construction and ROW that TUMF utilizes (it cannot be read directly from the TUMF table of network costs).

There are two (2) distinct sub-segments within the study area. Between Barton Street and Orange Terrace Parkway, only one (1) additional lane is funded (eastbound). Between Orange Terrace Parkway and I-215, there are two (2) additional lanes funded (one eastbound and one westbound). The total amount of highway widening in the nexus is approximately 4.1 lane-miles. The maximum TUMF funding available would roughly be as follows:

Construction = 4.1 lane-miles * \$627,000/lane-mile =	\$2,570,700
Right of Way = 4.1 lane-miles * \$802,500/lane-mile =	\$3,290,250
Planning/Enviro = 10% of construction =	\$257,070
Engineering = 25% of construction =	\$642,675
<u>Contingency = 10% of (construction + ROW) =</u>	<u>\$586,095</u>
<b>TOTAL =</b>	<b>\$7,346,790</b>

The information contained above is taken from the data in the 2009 TUMF Nexus update. It does not take into account the temporary 50% reduction in the TUMF fee currently in effect.

Furthermore, it should be noted that TUMF funds have limited uses – many improvements on the roadway that may be required of a developer that are not eligible for TUMF reimbursement. Non-eligible improvements include landscaping, street lighting, raised median, dry utilities, major drainage works, and major traffic signal modifications. New paving on the existing lanes is limited to that work which is necessary to match up the old pavement to the new lanes.

There are some funds currently programmed in the TUMF Northwest Zone Reimbursement TIP (i.e. developer sponsored work) for these improvements. They are as follows:

Obligated Funds:  
 Engineering, 2009-10 FY \$1,000,000  
 Right of Way, 2009-10 FY \$200,000

Unobligated Funds:  
 Construction, 2010-11 FY: \$1,750,000

It should be noted that the programmed amounts have been carried over from previous years, and thus do not necessarily match the maximum amounts that are available for each phase based on the 2009 TUMF nexus update.





*Van Buren Boulevard Fair Share Analysis*

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Specifically, the programmed funding for Engineering of \$1,000,000 exceeds the amount that would be allowed in the new nexus for that phase.

Total Cost Applied to Fair Share Analysis

Considering the information above, the total estimated cost that was applied to the Van Buren Boulevard Fair Share Analysis is shown in Table 4.





Van Buren Boulevard Fair Share Analysis

**Table 4  
Cost Applied to Fair Share Analysis**

Location	Improvements <sup>(1)</sup>
<b>Van Buren Intersections</b>	
Barton Street	EB: Construct 3rd thru lane and dedicated right turn lane. WB: Construct 2nd left turn lane. NB: Construct dual left turn lanes, 1 thru lane, and dedicated right turn lane.
Coyote Bush Road	EB: Construct 3rd thru lane and dedicated right turn lane. WB: Construct dual left turn lanes and dedicated right turn lane. NB: Construct dual left turn lanes, 1 thru lane, and dual right turn lanes. SB: Convert right turn lane to a shared thru/right turn lane.
Orange Terrace Parkway	EB: Construct 3rd thru lane and dedicated right turn lane. WB: Construct left turn lane. NB: Construct dedicated left turn lane and shared thru/right turn lane. SB: Convert right turn lane to shared thru/right turn lane.
Village West Drive	EB: Construct 3rd thru lane. WB: Construct 2nd left turn lane and 3rd thru lane. NB: Construct 2nd left turn lane and 2nd right turn lane.
Meridian Parkway	EB: Construct dual left turn lanes and 3rd and 4th thru lanes. WB: Construct 2nd left turn lane, 3rd and 4th thru lanes, and dedicated right turn lane. NB: Convert right turn lane to shared thru/right turn lane. SB: Construct dual left turn lanes, 1 thru lane, and dedicated right turn lane.
Opportunity Way	EB: Construct dual left turn lanes and 3rd, 4th, and 5th thru lanes. WB: Construct 3rd and 4th thru lanes and dedicated right turn lane. SB: Construct dual left turn lanes and dedicated right turn lane.
<b>Van Buren Segments</b>	
Barton Street to Coyote Bush Road	EB: Construct 3rd thru lane.
Coyote Bush Road to Orange Terrace Parkway	EB: Construct 3rd thru lane.
Orange Terrace Parkway to Village West Drive	EB: Construct 3rd thru lane. WB: Construct 3rd thru lane.
Village West Drive to Meridian Parkway	EB: Construct 3rd thru lane. WB: Construct 3rd thru lane.
Meridian Parkway to Opportunity Way	EB: Construct 3rd and 4th thru lanes. WB: Construct 3rd and 4th thru lanes.
Opportunity Way to I-215	EB: Construct 3rd, 4th, and 5th thru lanes. WB: Construct 3rd and 4th thru lanes.
<b>Subtotal</b>	
<b>Total Cost of Capacity Enhancing Improvements <sup>(2)</sup></b>	
	<b>\$14,269,000</b>
<b>Total Cost of Non-Capacity Enhancing Improvements <sup>(2)</sup></b>	
	<b>\$950,000</b>
<b>Reductions</b>	
<b>WRCOG TUMF Reduction</b>	
	<b>\$7,346,790</b>
<b>Barton Street / Van Buren Boulevard Reduction <sup>(3)</sup></b>	
	<b>\$379,860</b>

(1) Feasible improvements identified by VRPA Technologies, Inc. considering the Fresh & Easy TIS, Meridian SPA TIS, Van Buren Shipping Exhibit right-of-way constraints, lane continuity considerations, and discussions with City of Riverside and Merch JPA staff.

(2) Calculated by Tri Lake Consultants considering the feasible improvements contained in this table.

(3) Improvements at this location are required based on existing deficiencies, and are therefore not attributable to new development. However, the Ben Clark Training Center's fair share has been calculated and included based on information contained in the project's EIR.





### Van Buren Boulevard Fair Share Analysis

#### FAIR SHARE ANALYSIS MATRIX

The project fair share costs were determined using the following process:

- Cost estimates were developed for recommended improvements, and the cost to address existing deficiencies was subtracted.
- Additional funding sources were identified and subtracted from the total cost of improvements.
- Trip generation and trip assignment of each of the developments was obtained from TIS, EIR, or estimated using other related documents.
- Fair share percentage of each development was calculated using PM peak hour trip assignment along the segment of Van Buren Boulevard between Village West Drive and Meridian Parkway.
- Fair share cost for each development was calculated applying the fair share percentages to the cost of improvements attributable to the fair share analysis.
- Cost per trip of each development was calculated based on total PM peak hour trip generation.

The Ben Clark Training Center is a County-sponsored facility and is therefore exempt from paying mitigation fees. However, as indicated in the project's EIR, it is responsible for mitigating its off-site impacts on Van Buren Boulevard by contributing its fair share for cost of improvements specified in the EIR. The only improvements listed in the EIR that would be applicable to this Study are at the intersection of Van Buren Boulevard and Barton Street. Although the project's EIR did not address segment mitigation along Van Buren Boulevard, its fair share contribution at the intersection at Barton Street is \$70,140. The Training Center will be responsible for its fair share of improvements at the I-215 interchange at Van Buren Boulevard, which was determined by the project's EIR to be 9.3% at the northbound ramps and 9.65% at the southbound ramps.

The environmental documents for the Orangecrest Specific Plan were originally prepared for the County of Riverside in the early 1980's and the County adopted the Specific Plan in December 1985. Since that date, the area that encompasses the Specific Plan was incorporated by the City of Riverside, and most of the land use has been developed. Therefore, the fair share costs have been calculated with and without the inclusion of the Orangecrest Specific Plan.

Tables 5 through 8 identify the fair share costs of each development:

- Table 5 identifies cost of capacity and non-capacity enhancing improvements for all developments.
- Table 6 identifies cost of capacity and non-capacity enhancing improvements for all developments except Orangecrest.
- Table 7 identifies cost of capacity enhancing improvements only for all developments. The cost of non-capacity enhancing improvements is assigned to March Business Center.
- Table 8 identifies cost of capacity enhancing improvements only for all developments except Orangecrest. The cost of non-capacity enhancing improvements is assigned to March Business Center.



Van Buren Boulevard Fair Share Analysis

**Table 5**  
**Fair Share Fees (Capacity and Non-Capacity Enhancing Improvements) – With Orangecrest Specific Plan**

Development	Project's Daily Trip Generation	Project's PM Peak Hour Trip Generation	Project's Assigned Traffic Volumes <sup>(1)</sup>	Project's Fair Share Percentage	Project's Fair Share	Project's Cost Per Trip Generated
<b>Van Buren Intersections</b>						
March Business Center	74,878	8,695	3,155	48.2%	\$3,581,139.71	\$411.86
Meridian SPA	25,210	1,291	291	4.5%	\$330,304.80	\$255.85
March LifeCare	58,633	4,995	350	5.4%	\$397,273.82	\$79.53
Ben Clark Training Center <sup>(2)</sup>	--	--	--	--	\$70,140 <sup>(3)</sup>	--
Orangecrest SP <sup>(4)</sup>	90,930	10,190	2,235	34.2%	\$2,536,877.10	\$246.96
Gless Ranch	14,771	1,283	508	7.8%	\$576,614.57	\$449.43
<b>Total</b>			<b>6,539</b>	<b>100.0%</b>	<b>\$7,492,350.00</b>	

Note: Fees were calculated based on PM peak hour volumes.  
 (1) Volumes for the segment along Van Buren Blvd between Village West Dr and Meridian Pkwy.  
 (2) Based on information contained in the Ben Clark Training Center EIR, fair share cost of improvements at the intersection of Van Buren Boulevard and Barton Street were calculated and applied. Although not applicable to this study, the Ben Clark Training Center is still responsible for its fair share of improvements at the I-215 and Van Buren Boulevard interchange.  
 (3) The Orangecrest Specific Plan EIR, originally developed for the County of Riverside but later incorporated by the City of Riverside, identified mitigation measures at the intersections of Van Buren Blvd/Barton St, Van Buren Blvd/Coyote Bush Rd, Van Buren Blvd/Orange Terrace Pkwy, and along the Van Buren Blvd segment between Barton St and Orange Terrace Pkwy (widened to three lanes in each direction).

**Table 6**  
**Fair Share Fees (Capacity and Non-Capacity Enhancing Improvements) – Without Orangecrest Specific Plan**

Development	Project's Trip Generation	Project's Trip Generation	Project's Assigned Traffic Volumes <sup>(1)</sup>	Project's Fair Share Percentage	Project's Fair Share	Project's Cost Per Trip Generated
<b>Van Buren Intersections</b>						
March Business Center	74,878	8,695	3,155	73.3%	\$5,440,769.64	\$625.74
Meridian SPA	25,210	1,291	291	6.8%	\$501,826.93	\$388.71
March LifeCare	58,633	4,995	350	8.1%	\$603,571.91	\$120.84
Ben Clark Training Center <sup>(2)</sup>	--	--	--	--	\$70,140 <sup>(3)</sup>	--
Gless Ranch	14,771	1,283	508	11.8%	\$876,041.51	\$682.81
<b>Total</b>			<b>4,304</b>	<b>100.0%</b>	<b>\$7,492,350.00</b>	

Note: Fees were calculated based on PM peak hour volumes.  
 (1) Volumes for the segment along Van Buren Blvd between Village West Dr and Meridian Pkwy.  
 (2) Based on information contained in the Ben Clark Training Center EIR, fair share cost of improvements at the intersection of Van Buren Boulevard and Barton Street were calculated and applied. Although not applicable to this study, the Ben Clark Training Center is still responsible for its fair share of improvements at the I-215 and Van Buren Boulevard interchange.

**Table 7**  
**Fair Share Fees (Capacity Enhancing Improvements Only) – With Orangecrest Specific Plan**

Development	Project's Daily Trip Generation	Project's PM Peak Hour Trip Generation	Project's Assigned Traffic Volumes <sup>(1)</sup>	Project's Fair Share Percentage	Project's Fair Share	Project's Cost Per Trip Generated
<b>Van Buren Intersections</b>						
March Business Center <sup>(2)</sup>	74,878	8,695	3,155	48.2%	\$4,072,774.51 <sup>(2)</sup>	\$468.40
Meridian SPA	25,210	1,291	291	4.5%	\$288,027.70	\$223.10
March LifeCare	58,633	4,995	350	5.4%	\$346,425.06	\$69.35
Ben Clark Training Center <sup>(3)</sup>	--	--	--	--	\$70,140 <sup>(3)</sup>	--
Orangecrest SP <sup>(4)</sup>	90,930	10,190	2,235	34.2%	\$2,212,171.49	\$217.09
Gless Ranch	14,771	1,283	508	7.8%	\$502,811.24	\$391.90
<b>Total</b>			<b>6,539</b>	<b>100.0%</b>	<b>\$7,492,350.00</b>	

Note: Fees were calculated based on PM peak hour volumes.  
 (1) Volumes for the segment along Van Buren Blvd between Village West Dr and Meridian Pkwy.  
 (2) The cost of non-capacity enhancing improvements have been applied to March Business Center.  
 (3) Based on information contained in the Ben Clark Training Center EIR, fair share cost of improvements at the intersection of Van Buren Boulevard and Barton Street were calculated and applied. Although not applicable to this study, the Ben Clark Training Center is still responsible for its fair share of improvements at the I-215 and Van Buren Boulevard interchange.  
 (4) The Orangecrest Specific Plan EIR, originally developed for the County of Riverside but later incorporated by the City of Riverside, identified mitigation measures at the intersections of Van Buren Blvd/Barton St, Van Buren Blvd/Coyote Bush Rd, Van Buren Blvd/Orange Terrace Pkwy, and along the Van Buren Blvd segment between Barton St and Orange Terrace Pkwy (widened to three lanes in each direction).





Van Buren Boulevard Fair Share Analysis

**Table 8**  
**Fair Share Fees (Capacity Enhancing Improvements Only) – Without Orangecrest Specific Plan**

Development	Project's Trip Generation	Project's Trip Generation	Project's Assigned Traffic Volumes <sup>(1)</sup>	Project's Fair Share Percentage	Project's Fair Share	Project's Cost Per Trip Generated
Van Buren Intersections						
March Business Center <sup>(2)</sup>	74,878	8,695	3,155	73.3%	\$5,694,382.56 <sup>(2)</sup>	\$654.90
Meridian SPA	25,210	1,291	291	6.8%	\$437,595.98	\$338.96
March LifeCare	58,633	4,995	350	8.1%	\$526,318.19	\$105.37
Ben Clark Training Center <sup>(2)</sup>	--	--	--	--	\$70,140 <sup>(2)</sup>	--
Gless Ranch	14,771	1,283	508	11.8%	\$763,913.26	\$595.41
<b>Total</b>			<b>4,304</b>	<b>100.0%</b>	<b>\$7,492,350.00</b>	

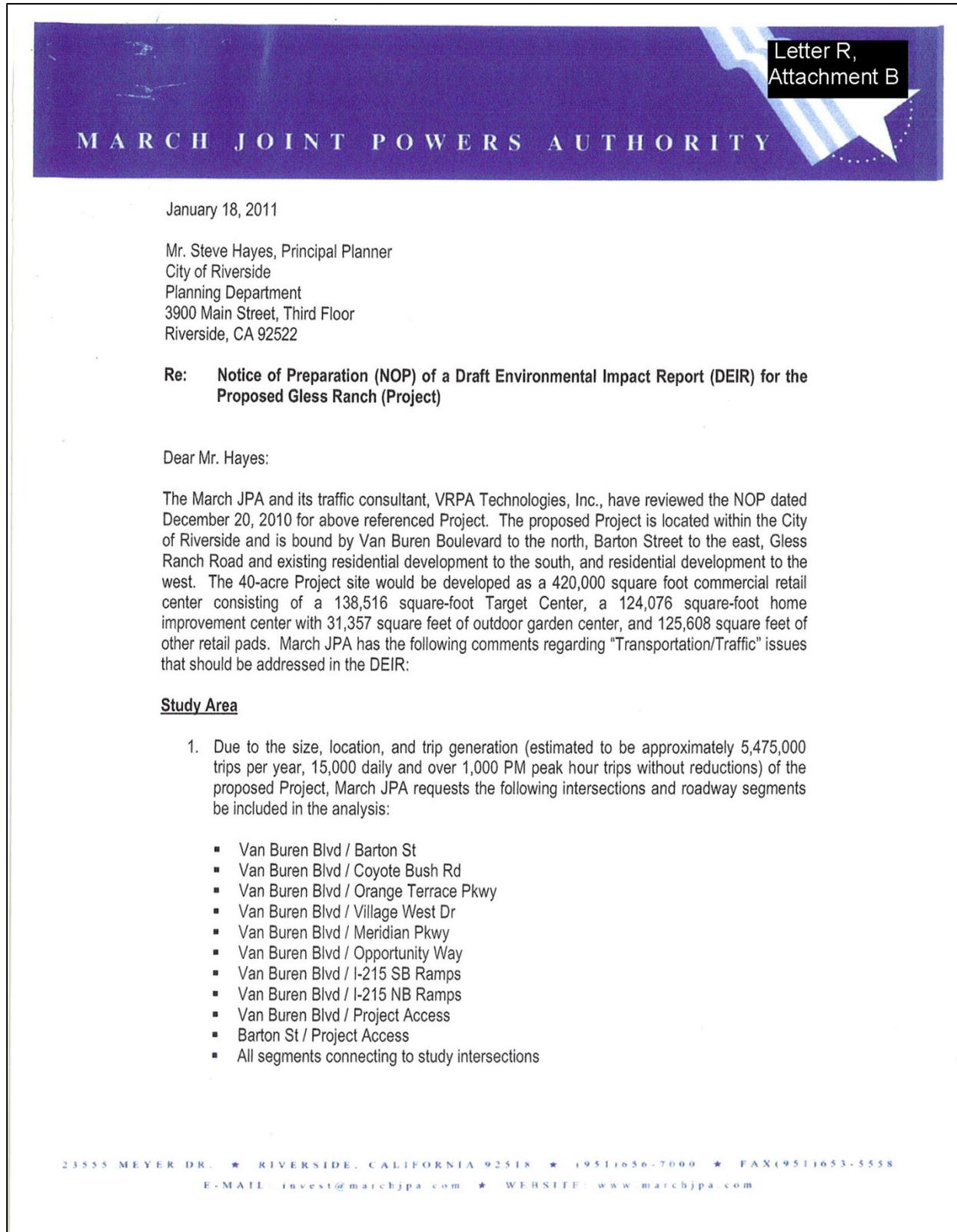
Note: Fees were calculated based on PM peak hour volumes.

(1) Volumes for the segment along Van Buren Blvd between Village West Dr and Meridian Pkwy.

(2) The cost of non-capacity enhancing improvements have been applied to March Business Center.

(3) Based on information contained in the Ben Clark Training Center EIR, fair share cost of improvements at the intersection of Van Buren Boulevard and Barton Street were calculated and applied. Although not applicable to this study, the Ben Clark Training Center is still responsible for its fair share of improvements at the I-215 and Van Buren Boulevard interchange.





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January 18, 2011  
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#### Project Access

2. The proposed Project site plan associated with the NOP appears to show two (2) access points on Van Buren Boulevard and two (2) on Barton Street. Although the details of the site plan graphic transmitted to March JPA is difficult to read, it appears that one (1) of the driveways on Van Buren Boulevard and one (1) of the driveways on Barton Street are proposed to be signalized. March JPA is concerned about the capacity and traffic safety issues potentially resulting from the close proximity of these proposed signalized driveways to the signalized intersection of Van Buren Boulevard and Barton Street. It is recommended that the City coordinate with March JPA on the signal phasing and timing of these driveways to ensure all signalized intersections will operate optimally.
3. Based on previous discussions with the City of Riverside staff and project engineer, the proposed signalized intersection at Barton Street/Project Driveway was determined to be in extreme proximity, and slightly off-set, from the planned Street "P" within the March Business Center south campus, as identified in Tentative Map 30857. It is not known whether the Gless Ranch site plan has been modified to eliminate the approximate 34' off-set. The proposed signalized project driveway on Barton Street should align with Street "P" as shown in Tentative Map 30857. Accordingly, we request that the revised site plan identify the location of the Street "P" alignment and that the traffic study analyze the traffic flow implications of the proposed design (See attached graphic prepared by Kimley-Horn and Associates). It should be noted that the Street "P" alignment is somewhat fixed due to the conveyance of a 10-acre Police Station site from March JPA to the City of Riverside.
4. In accordance with Figure V-5C of the March Business Center Specific Plan (SP-1), the east half of Barton Street is planned for a 56' half street right-of-way, providing 38' of half-street improvements to accommodate half of the two-way left turn lane, a 12' NB inner travel lane, a 14' outer NB travel lane, and a 6' striped NB Class II bike lane. Please provide details of the planned right-of-way width, street section, planned street striping and potential SB bike lane as components of the Specific Plan and project EIR.

#### Traffic Data and Forecasts

5. The City's traffic consultant should work with the appropriate staff from VRPA Technologies, Inc. regarding the collection of traffic counts and the traffic modeling efforts.

#### Field Study

6. Analysis of study intersections that currently experience congestion, such as Van Buren Boulevard at Barton Street and the I-215 ramps, may produce an incorrect level of service (LOS) based on traffic counts since oftentimes the analysis only studies the volume of traffic that is able to make it through an intersection and not the demand for that movement and the resulting queues. A field reconnaissance should be conducted for these locations to verify the results of the intersection analysis.

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Page 3

Following the field reconnaissance and the capacity analysis of the study intersections and segments, a queuing analysis should be performed at all study intersections using an accepted methodology and procedure.

#### Truck Traffic

7. The Project trip generation should include an estimation of truck traffic which should also be included in the impact analysis using standard industry methods, e.g. passenger car equivalents (PCE).

#### Cumulative Projects

8. The following planned/approved projects should be included in the cumulative analysis:

- Meridian Business Park (including March Business Center)
- Fresh & Easy Distribution Center Expansion
- March LifeCare
- Ben Clark Training Facility
- Orangecrest Town Center
- Centerpointe Business Park

This is not considered to be a comprehensive list and additional research would be needed to identify all relevant cumulative projects.

#### Mitigation/Fair Share

9. The Meridian SPA EIR identifies various mitigation measures along Van Buren Boulevard that may also benefit the proposed Project. It is recommended that the City coordinate with March JPA regarding the assumed timing/responsibility of mitigation measures to ensure that all necessary intersection and roadway improvements are identified and constructed according to demand. This will ensure that Van Buren Boulevard and other roadways will operate optimally regardless of which project constructs first.

March JPA requests that the Project participate in the Van Buren Fair Share Program. This would serve to mitigate the Project's impacts to Van Buren Boulevard between Barton Street and I-215. See attached copy of the final report dated October 15, 2010.

10. March JPA requests that the Project provide a fair share contribution to improvements at the I-215/Van Buren Boulevard interchange.

A CD of the Meridian SPA TIS is also attached for reference in preparation of the Gless Ranch TIS. Should you have any questions regarding our comments of the NOP, please contact me at (559) 259-9257.

Mr. Steve Hayes  
January 18, 2011  
Page 4

Sincerely,



Georgiana M. Vivian  
March JPA Traffic Engineer  
VRPA Technologies, Inc.

cc: Lori Stone, March JPA Executive Director  
Dan Fairbanks, Planning Director

attach: Exhibit of March Business Center South Campus Street "P" and Gless Ranch, dated  
8/19/2009  
Van Buren Boulevard Fair Share Analysis, Final Report dated 10/15/2010  
CD containing TIS for Meridian Specific Plan Amendment, dated April 2010

## Response to Comment Letter R

### March Joint Powers Authority December 28, 2011

- R-1** This comment summarizes the project description. No response is required.
- R-2** The City will include the January 19, 2011, Notice of Preparation letter from the March Joint Powers Authority (JPA) with the Final EIR.
- R-3** The City has corrected its records for the address of the March JPA.
- R-4** Because any future project associated with Tentative Parcel Map 30857 is not in the foreseeable near future, and uses and proposed development can still change for that map, it is not prudent for this Project to relocate its signal to a location that may change in the future. However, the City will continue to work with the JPA on the precise alignment of “P” Street depicted on Tentative Parcel Map 30857 when a specific project is proposed within the Meridian South Specific Plan as well as work with the JPA on how “P” Street can be modified around or within the 10-acre potential City police station site. The City will coordinate with the JPA on the signal location for the Gless Ranch project and any future project associated with Tentative Parcel Map 30857.
- R-5** The current half-street right-of-way (ROW) along the west side of Barton Street is 44 feet. The Gless Ranch project has been conditioned to provide half-street improvements to 37 feet, required within the existing ROW. The project has been conditioned to provide the improvements to Barton Street including 2 travel lanes, a bike lane and curb which can be constructed per Conditions of Approval (COA) 43 through 47. The March Business Center Project will be required to make their own half-width improvements to Barton Street when a specific project is proposed.
- R-6** Prior to starting the Gless Ranch traffic impact analysis, March JPA was contacted by the City’s traffic consultant about cumulative projects. The City’s consultant was directed in November 2010 by March JPA to utilize the Meridian Specific Plan Amendment (SPA) Traffic Impact Analysis (TIA) prepared by Kimley-Horn and Associates. The Gless Ranch EIR analysis therefore utilized the Kimley-Horn report, which includes the projects mentioned by March JPA in this comment. The south campus of the Meridian Business Center Specific Plan was included within the Meridian SPA TIA, and is therefore included within the long term and cumulative analysis for the Gless Ranch project. The Fresh and Easy project was also included in the Meridian Specific Plan TIA. Additionally, the March LifeCare and Ben Clark Training Center projects were included in the cumulative analysis, per Table 6.0-A of

- the Draft EIR. The cumulative analysis and traffic analysis of the DEIR utilized the projects included within the Meridian Specific Plan Traffic Impact Analysis.
- R-7** The City is willing to coordinate with the County when the Ben Clark Training Center is required to make their improvements along Barton Street and Van Buren Boulevard so that improvements and responsibilities of improvements are coordinated between the two jurisdictions. As is, the Gless Ranch project will make the improvements necessary to allow its traffic impacts to be mitigated accordingly.
- R-8** Mitigation Measure Traffic-6 (MM Traffic-6) provides an option for the project to either pay its fair share of improvements or make physical improvements to the intersection of Barton Street and Van Buren Boulevard. This comment requests that the improvements listed in MM Traffic-6 be constructed instead of a fair share contribution. Per COA 40 through 48 and COA 52, the project will be required to make physical improvements related to this intersection.
- R-9** According to the County of Riverside, the I-215 interchange is fully funded and currently out for bid. The project, per COA 61, and as discussed in the Traffic Section of the DEIR, is required to pay TUMF, which a portion of the TUMF funds will go towards the I-215 Interchange project.
- R-10** Mitigation Measure Traffic-7 (MM Traffic-7) provides an option for the project to either pay its fair share of improvements or make physical improvements to Barton Street at Gless Ranch Road. This comment requests that the improvement listed in MM Traffic-7 be constructed instead of a fair share contribution. Per COA 43 through 46, and COA 53, the project will be required to make the physical improvements related to Barton Street at Gless Ranch Road.
- R-11** To clarify, the DEIR found that the intersection of Harmon Street/Meridian Parkway at Van Buren would result in significant impacts. This intersection is in the County of Riverside, not the City of Riverside; therefore, the City of Riverside does not have a mechanism in place to allow the project proponent to pay into a fund to allow improvements to this specific intersection. Additionally, the City had no way of enforcing or ensuring that improvements to this County intersection would be completed, and there was no agreement in place at the time of the EIR analysis for which the City could consider contributing to, therefore the City made a significant finding and will require a Statement of Overriding Considerations for impacts to this intersection and others within the County.
- R-12** A letter was received on January 31, 2012 from the March JPA rescinding their comments on their December 28, 2011 letter regarding fair share contributions to Van Buren Boulevard and the Van Buren Boulevard/I-215 Interchange (comments R-8, R-

9, R-10 and R-11). It is noted as pointed out by the March JPA in this comment letter, that the TUMF program and Measure A, for which the project will contribute, is the appropriate project for funding improvement to Van Buren Boulevard, Van Buren/I-215 interchange and other regionally significant infrastructure. The City agrees with this approach.

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Letter S

**Hayes, Steve**

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**From:** Turner, Jolynn  
**Sent:** Thursday, December 29, 2011 7:46 AM  
**To:** Hayes, Steve  
**Subject:** Orangecrest Development

Dear Mr. Hayes -

My family and I live on Golden Poppy Rd. Riverside, CA 92508, [Riverside, California](#), which is located in the Orangecrest area. We have recently been made aware of the proposed development of the orange grove located near Barton and Van Buren. I am writing to express our excitement for the new development. It is our understanding that the development will consist of a Target, retail shops and restaurants. As the mother, I am a frequent Target shopper. A local Target will save me much time and I can avoid the traffic going up and down Alessandro. We also understand the development may include restaurants. We are very excited as the dining opportunities are limited in our area. In short, we support the development.

S-1

Jolynn Turner

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## Response to Comment Letter S

**Jolynn Turner**  
**December 29, 2011**

- S-1**      The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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**Letter T**



**GREATER RIVERSIDE  
CHAMBERS OF COMMERCE**  
*The Chamber...building a stronger local economy*

December 15, 2011

Mr. Ken Gutierrez &  
Members of Planning Commission  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

RE: Gless Ranch

Dear Mr. Gutierrez & Planning Commissioners:

The Board of Directors of the EastHills Business Council of the Greater Riverside Chambers of Commerce fully supports development of the proposed Gless Ranch Retail Center.

The project is a 40 acre site located at the south east corner of Van Buren Ave and Barton Rd. The anchor tenants will be a 138,000 square-foot Target and a 125,000 square-foot home improvement store. There will also be 13 retail pads available. The existing orange stand at the corner will be kept and the project will have a ranch design to reflect the citrus history of the area. The development will provide many services that neighborhood residence currently travel several miles and often to neighboring cities to acquire. A project of this scope will create a sizable sale tax base for the city and bring much needed jobs to the area. An additional benefit to the neighborhood generated from the project will be several infrastructure improvements. Road improvements will be made to Van Buren Ave. and Barton Rd. as well as new curbs, gutters, and sidewalks along with the addition of bike lanes, landscaping and traffic signal installation. For these reasons the EastHills Business Council supports this proposal.

Thank you for your consideration regarding this matter.

Sincerely,

Cindy Roth  
President/CEO

CR/jh

cc: John Gless

3985 University Avenue, Riverside, CA 92501 • (951) 683-7100 • fax (951) 683-2670  
[rchamber@riverside-chamber.com](mailto:rchamber@riverside-chamber.com) • [www.riverside-chamber.com](http://www.riverside-chamber.com)

T-1

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## **Response to Comment Letter T**

**EastHills Business Council, Greater Riverside Chambers of Commerce  
December 29, 2011**

- T-1**      The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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**Letter U**

Gless Ranch Planning Commission – January 5, 2012 at 9 am

Summary of Comments Made by Public Speakers

Laura Linn, resident at Burton and Van Buren Boulevard (Support)

Laura stated that this area needs shopping and dining areas. She currently travels to Moreno Valley and Tyler Mall to shop and dine. Laura stated that the proposed project will help unemployment by providing job opportunities.

I U-1

Diana Brown, 9181 San Miguel Court (Concern)

Diana is a homeowner behind the proposed Target building. Diana stated that providing additional landscaping along the Target side of the building will be economically viable. Diana stated that at the town hall meetings, there was assurance that aesthetics and privacy for homeowners will be preserved by providing trees and landscaping. She requested that landscaping be put in place before buildout of buildings.

I U-2

Diana requested a commitment from the City and property owner to address day laborers from future operation of the home improvement center.

I U-3

Diana stated that her and other residents would like Gless Ranch Road to be closed off and for it to be a cul-de-sac to reduce traffic.

I U-4

Diana had concerns regarding rodents, pest, and the proposed 30-foot tall lighting poles.

I U-5

Carrie Hudson, corner of Barton and Aptos Street (Oppose)

Carrie stated that the area is not underserved in regards to retail services.

I U-6

Carrie stated that the Draft EIR failed to discuss and disclose agricultural evaluation for the uniqueness of the citrus trees and the Farmland. She stated that the site was annexed to the City in 2002 and that the Draft EIR should have disclosed the outcome.

I U-7

Carrie also stated that the Draft EIR failed to evaluate the impacts to existing businesses (i.e., Ace, Kohls) within the area with regards to future loss of jobs.

I U-8

Carrie asked about the views residents would have with a 2-story building at the site.

I U-9

Carrie had concerns regarding the safety for children walking to school from future increased traffic with implementation of the proposed project and stated that this was not evaluated in the Draft EIR. Carrie also commented that traffic accidents were not properly addressed in the Draft EIR.

I U-10

She also had concerns with potential drug deals that would occur from implementation of the project.

I U-11

Carrie asked why citrus trees cannot be protected in place. She requested yearly reports of the mitigation be distributed to the community and requested that the Planning Commission approved the No Build Alternative or Alternative 4.

I U-12

Howard Saner, President of the East Hills Business Council for the Greater Riverside Chamber of Commerce (Support)

I U-13

Howard stated support of the project due to job opportunities, keeping jobs local, and the potential increase in tax revenues.	I U-13 cont.
Ryan Darling, 8273 Gardenia Vista (Support) Ryan stated support of the project because families would appreciate more retail. He currently drives to the Target at Arlington or Moreno Valley to buy supplies and that it takes approximately 15 minutes to get there due to traffic and signal lights. Ryan also stated that Orangecrest only has a few restaurant options within the community, unlike Tyler Mall and The Plaza.	I U-14
Keith Smith, 18385 Hidden Ranch Road (Support) Keith stated that his family and neighbors supports the proposed project because it would reduce the trip time and provide more dining options. He currently goes to the Target in Moreno Valley or the Target off of Arlington and travels to The Plaza or outside the City to dine out.	I U-15
Cindy Roth, President of the Greater Riverside Chamber of Commerce (Support) Cindy stated that the citrus heritage is important to the City and liked that the project is incorporating this into the design and landscape. She also liked various project elements including the pedestrian access, crossings, paseos, and trellis. Cindy stated that the proposed project would bring in sales tax, jobs, and provide amenities to the region. Cindy also commented that the project would provide accessibility and allow people to walk to the center.	I U-16
Michael O'Brian, 6187 Kirk Street (Support) Michael stated that he supports the project and would like to spend his dollars in Riverside.	I U-17
Kelleen Krockner, resident on Dancy Circle (Oppose) – see attached letter that was handed out to the Planning Commissioners.	I U-18
Ted Weggeland, 2834 Rumsey Drive (Support) Ted stated that he liked how the Gless family is keeping the development project within the family and are part of this and appreciates the high quality going into the design of this project.	I U-19

Planning Commission Meeting  
Thursday, January 5<sup>th</sup>, 2012  
9:00 am

Good Morning.

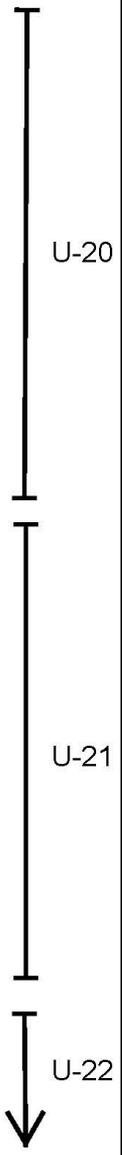
My name is Kelleen Krocker. I live on Dancy Circle. Last year, I spoke before the planning commission and found out quickly that the views and opinions of the residents affected most by the Gless Ranch project are worth three minutes of time.

So, my apologies for reading portions of these written thoughts, although the words are still sincere:

I am a life long resident of Riverside. I graduated from La Sierra High School, attended Riverside Community (then City) College, where my late grandfather was a professor emeritus, and earned my teaching credential at UCR. I continue to give back to Riverside as a mathematics teacher at a local high school. I have owned my home on Dancy Circle, in the Orangecrest area of Riverside, for twenty years. Dancy Circle is a small circle of thirteen homes off an equally small street named, Kinnow Lane. Kinnow Lane is an approximately two-hundred yard short winding lane (appropriately named) beginning at the neighborhood Bergamont Park and ending at the Gless Ranch orange grove. If the Gless Ranch project is allowed to continue, Kinnow Lane will end with a ten foot high wall and the back of a home improvement center.

First, I implore the planning commission to take another field trip to where this development will be. This time, enter the Gless Ranch orange grove, not from the major intersection of Van Buren Blvd. and Barton Rd., but from small winding Kinnow Lane. In fact, start at the neighborhood park, and walk up Kinnow Lane. Arriving at the orange grove, from this vantage, might help to see just how heartbreaking, emotionally and financially, this is for those of us who live in this small area. (So named, in part, as homage to the few remaining orange groves which once defined this area). I often pause and visualize how the end of the lane will feel if it stops with a ten foot wall, light poles in excess of code and neon signs at the top of big boxes. The residents who live on the last street off Kinnow Lane (Limecrest) do not even have a road, alley or pathway to separate them from the existing orange groves. Their backyards are literally orange trees. How sad to think our homes will be marred by a ten foot high wall, obtrusive light poles illuminating all night (needing special clearance just to be installed), pollutants, traffic congestion, truck noise, trash smell, all night drive-through speakers, loiterers, vandals and vagrants. What a change to (200 yard) Kinnow Lane which, for over twenty years, has begun at the neighborhood park and ended peacefully at a beautiful orange grove.

Second, at last year's meeting, Commissioner Maloney seemed to be a voice of reason. He reminded the assembly that Riverside has only one shot to "get this right." He spoke about areas in Orange County, who did to its residents exactly what this development would do to us. "It's been done before" was his quote. He stressed to think it through more carefully and try to make "something unique and special" for those of us in this



rural “horse” community. To simply stick a set of profitable (at our expense) big boxes in the middle of a residential neighborhood is sad and cruel to its residents. He spoke of trying to think outside the box (pun intended). He suggested trails and a LARGE buffer (not just a few rows) of orange trees left as a perimeter with the “commercial” attributes of the development moved toward the center. He urged me (as I am doing the commission here today) to think about what I might want in this location as an alternative to the big box phenomenon. How sad that the development plan is yet another strip mall anchored by big boxes and inevitable vacant rental spots. Riverside already has enough empty strip malls with “For Lease” signs hanging in the windows of vacant pods. Can’t Riverside attempt to fill the existing vacancies first before allowing the development of yet another strip mall destined to be the same?

↑  
U-22  
cont.

Yes, commissioner Maloney and others, I have done much soul searching, crying and worrying this past year. I thought of uprooting my entire life, putting my home of twenty years up for sale, leaving the memories behind and starting over. I suppose my choices are sit in my backyard lit up with Target and Lowes signs, or be forced to cut my losses and move from Riverside.

U-23

Finally, if a few lone voices cannot stop development, then please, I beg those who hold the true power to think this through. If something must come to fatten purses, I would, at least, appreciate a community gathering spot perhaps like the Canyon Crest Towne Center which has a warm neighborhood feel. Yes, there is commercial there. But, it is not a big box strip mall. Instead, there is meandering ivy and grass adorned paths, water features, benches and gathering tables. The shopping carts are minimal and the parking lot is sporadic. If I could walk to an area, with pathways, water features, benches, outdoor tables, and a quaint shop or two, from my own Orangecrest home, I might be better able to accept the inevitable change.

U-24

Why wouldn’t the city of Riverside want to create more areas in town, with a sense of belonging, like it did in the Canyon Crest area, than separate itself even further from the SAFE, charming, warm, middle class, city it once was?

Thank you for your thoughtful, careful consideration to this project as hastily agreeing to move forward will undoubtedly change the lives of many families, including mine.



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## Response to Comment Letter U

### Summary of Comments Made by Public Speakers at Planning Commission Meeting January 5, 2012

**U-1** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

**U-2** Public meetings were held between the developer and the local community on October 2009, April 2010 and June 2010. Landscaping was one of the topics of discussion in those meetings. Although landscaping is not illustrated for the southern property line on Draft EIR Figure 3.0-6, Conceptual Landscape Plan, a 25-foot landscaping setback proposed between the retaining wall along the south boundary of the project, behind the proposed Target building (shown on Figure 3.0-5, Site Plan of the Draft EIR). As shown on the Perimeter Landscaping graphic (attached), there will be a buffer of landscaping along Gless Ranch Road in between the buildings and street. Additionally, there will be a landscaped buffer of trees and shrubs along the entire southern and western edges of the project to shield views from the residential uses to the project site.

With regard to views and aesthetics, please refer to Section 4.1, Aesthetics, of the Draft EIR. The section determined that although the proposed development on the project site would contribute to the suburban character of the surrounding area, the project would substantially change the current appearance, character, and visibility of the project site. Views of the project site would be altered from views of orange trees to views of a commercial development.

**U-3** This comment does not address the adequacy of the environmental analysis in the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

**U-4** This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project. Additionally, the project generated from the proposed project would not create enough volume onto Gless Ranch Road that would warrant closing this street with a cul-de-sac. Based on Figure 4.10-4 of the Traffic Section in the Draft EIR (page 4.10-27), the project's traffic that it will generate in the near term (2013) and long term (2025) will equate to 3% of the existing traffic on Gless Ranch Road from Barton Street. A 3% change in existing traffic would not warrant closing this street.

**U-5** Regarding pests, please refer to Response to Comment B-1, which incorporates additional mitigation measures for the proposed project with respect to potential for pests. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

The height of the lighting poles is not a comment related to the adequacy of the Draft EIR, however the Draft EIR did address the lighting. The Draft EIR analyzes the impacts related to proposed lighting, including the proposed heights starting on Page 4.1-27. The Draft EIR analyzed the condition proposed for 30-foot light poles, requiring a variance from the City since the City's Municipal Code allows 20 feet. The Draft EIR found that even with the 30-foot poles, that according to the photometric study, the light spill over at the southern property line at Gless Ranch Road would be 0.1foot-candles, and 0.3 at the western property line. The Draft EIR required a mitigation measures (MM Aes-1) to require all light spill from the project to equate to 0.0.

**MM AES-1:** In order to avoid all light spill from the project site on adjacent residential uses, the project proponent shall be required to install shielding and use directional devices to ensure the light spill from the site is 0.0. The project proponent shall submit a photometric study confirming the light spill onto residential properties to the west and south of the site results in no light spillage from the project.

Therefore, even if the variance for the 30-foot poles is granted by the City, the light spill will be 0 at the adjacent properties, based in the mitigation measures required of the Draft EIR.

**U-6** Please refer to Section 4.11, Urban Decay, of the Draft EIR. The section incorporates the findings of a report, *Gless Ranch Center Urban Decay Analysis*, prepared by David Taussig and Associates, Inc. (September 2011). To evaluate the potential for the proposed project to cause urban decay due to closures of existing retail stores, the analysis evaluated the supply and demand for each specific retail category (e.g., general merchandise, food stores, etc.) in each of the geographic areas that will be impacted by the proposed project, otherwise known as the project's Trade Areas. To determine existing retail conditions, the most recent annualized data available to the City (2010), was obtained from The Nielsen Company, a reputable demographics consulting firm that provides population, median income, retail sales, and consumer expenditure information for customized geographical sub areas throughout the United States. The analysis determined that development of the project will serve to benefit the market within the Primary Trade Area and expand on the limited retail shopping

- opportunities currently available and that significant consumer spending is still not being met in the Primary Trade Area.
- U-7** Section 4.2, Agricultural Resources, of the Draft EIR determined that impacts to agricultural resources would be significant and unavoidable. The General Plan 2025 EIR found that the loss of agricultural land in the City was an unavoidable significant impact and made a Statement of Overriding Considerations for this impact (City of Riverside 2007d). Mitigation for this loss was explored by the City when it adopted its General Plan 2025 and determined that there were no legally viable ways to provide mitigation for the loss of farmland in the City. In relation to the site's annexation, the Draft EIR explains that "while the project site was not specifically analyzed as it had already been designated as Commercial Retail when it was annexed to the City in 2002, the Riverside GP EIR analysis is relevant to the discussion of the pattern of conversion of agricultural uses." (See Draft EIR, page 4.2-14) Site-specific analysis also considered the site's agricultural value using the LESA Model, nearby development patterns and water costs. Because the proposed project will result in significant and unavoidable impacts related to agricultural resources, the EIR will require a Statement of Overriding Considerations for this impact.
- U-8** Impacts to existing retail services have been evaluated in Section 4.11, Urban Decay, of the Draft EIR. The analysis determined that the proposed project would not result in business closures, because the area is underserved by retail uses and therefore would not affect the viability of existing shopping centers.
- U-9** Regarding views, please refer to Section 4.1, Aesthetics, of the Draft EIR. The EIR determined that although the proposed development on the project site would contribute to the suburban character of the surrounding area, the project would substantially change the current appearance, character, and visibility of the project site. Views of the project site would be altered from views of orange trees to views of a commercial development. Therefore, impacts related to the change in the visual character and quality of the project site would be considered significant because some people may consider the loss of the view of the orange groves to be a substantial degradation of their views. Because no mitigation measures are available to reduce this impact to less than significant, this impact would be significant and unavoidable. The EIR will require a Statement of Overriding Considerations for this impact.
- U-10** It should be noted that the Initial Study prepared for the project determined that impacts related to public safety were found to be less than significant. This comment is related to public safety, not the adequacy of the Draft EIR. There are crosswalks at Van Buren Boulevard and Barton Street for pedestrians. The City can consider traffic calming devices such as flashing crosswalks which have shown to be effective to warn cars of people in the crosswalk around schools and other institutional uses in the

- City. The comment related to traffic accidents is not related to environmental issues that must be analyzed in the EIR; the comment is noted however, and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-11** This comment does not address the adequacy of the environmental analysis in the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-12** As part of the proposed project, approximately 104 citrus trees would remain on site along Gless Ranch Road. Approximately 646 new trees, including 200 dwarf citrus trees, will be planted throughout the project site. It is unknown whether the trees slated to remain on-site will be in place during construction, or will be removed and replanted. This depends on construction scenarios and the viability of leaving the trees in place, which will be determined at the time of removal and grading. With respect to the comment regarding mitigation reports, the mitigation monitoring plan for the proposed project will be in place through all phases of the project, including design, construction, and operation. The City will be responsible for administering the mitigation monitoring plan and ensuring that all parties comply with its provisions. The City will also ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The designated environmental monitor will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to rectify problems. This comment regarding the alternatives does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

Regarding the comment to approve Alternative 4 – Residential Development instead of the project, the Draft EIR determined in Table 7.0-1 on page 7.0-7, that Alternative 4 had worse impacts from the project related to air quality, traffic and utilities, and resulted in the same impacts related to aesthetics, biological resources, cultural resources, greenhouse gas emissions, hazards/hazardous materials, and hydrology/water quality. Most importantly, Alternative 4 is not consistent with the General Plan or zoning code, and would require a General Plan amendment to be approved. The analysis and assumptions the City has made related to traffic, public services, schools and utilities in its General Plan would all have to re-analyzed if this project site was to be proposed for residential development. More impacts to public services and schools would result as a result of approving Alternative 4.

- U-13** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-14** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-15** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-16** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-17** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-18** The submitted letter is attached and responded to as comments U-20 through U-24.
- U-19** The comment states support for the proposed project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-20** The comment discusses the location of Kinnow Lane in relation to the proposed project. Kinnow Lane and the surrounding neighborhood is shown on figures throughout the EIR, including Figure 3.0-5, Site Plan. The aesthetic impacts of the project are discussed in Section 4.1 of the Draft EIR. Otherwise, this comment does not address the adequacy of the Draft EIR and no further response is required. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-21** Regarding lighting, please refer to Section 4.1, Aesthetics, of the Draft EIR. Regarding air quality, please refer to Section 4.3, Air Quality, of the Draft EIR. Regarding traffic, the commenter is referred to Section 4.10, Traffic, of the Draft EIR. Noise is analyzed in Section 4.9, Noise, of the Draft EIR. Please note that a drive-through use is not being considered at this time and once proposed will require a use permit. Finally, with respect to safety and crime, please refer to the Initial Study, which was attached as Appendix A to the Draft EIR. The Initial Study found because the project is consistent with the City's General Plan land use designation and zoning

- code, that this location was appropriate for a commercial center and that impacts to public services such as police protection would be less than significant. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-22** This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project. With respect to the comment regarding the incorporation of trails and a buffer of orange trees, the commenter is referring to the analysis of Alternative 3 - Scaled Down Commercial Center. The analysis concluded that the alternative would not meet the project objectives.
- U-23** This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- U-24** The proposed project has been designed to be architecturally compatible with surrounding development and the aesthetic character of the area and City. The exterior design of the buildings have been designed to complement the architecture of the site's Gless Ranch fruit stand building with timber details, battered columns, and wood shingle or clapboard siding. Additionally, the proposed Target store would be designed in a Craftsman style, similar to other designs in the area. The proposed project also includes landscaping designed to complement, enhance, and integrate the site to its surrounding environment. The existing fruit stand will stay on site, be expanded and will be incorporated into the larger development plant. Additionally, condition of approval 22(i) requires a dramatic project corner entry statement such as public art or a water feature, as well as benches and decorative hardscape. Please refer to Figure 3.0-6, Conceptual Landscape Plan, for an illustration of the planned landscaping features. This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

Letter V

**Becky Golden-Harrell**

**From:** Hayes, Steve <shayes@riversideca.gov>  
**Sent:** Tuesday, January 10, 2012 6:19 PM  
**To:** Lainie Herrera; Stephanie Standerfer; Stephanie Tang  
**Subject:** FW: Gless Ranch Development

-----Original Message-----

From: Kelleen Krocker [mailto:kelleen\_krocker@jusd.k12.ca.us]  
Sent: Monday, January 09, 2012 3:14 PM  
To: Hayes, Steve  
Subject: Gless Ranch Development

Good afternoon, Mr. Hayes,

I spoke Thursday, January 5th, 2012 at the planning commission meeting regarding the inevitable Gless Ranch Development.

I am the resident who lives on Dancy Circle which is one of three streets/circles extending from Kinnow Lane.

I was disappointed to hear two references to Kinnow Lane as if the residents who live in that area are not important enough to be considered. One reference was regarding the two final houses that face directly onto Kinnow Lane. Someone, representing the city of Riverside, erroneously stated that there is only one house there. There are two. And, the representative further dismissed the house as being one where the residents might just have to be "relocated." The other comment was made by one of the developers, who stated that the ugly, huge wall that will flank Kinnow Lane won't be very obtrusive "to many houses, anyway". Did they both forget these things affect an entire street of homes (Limecrest), and the many houses around and parallel to it? These homes were built in 1989. Many of us have owned our homes, and lived in them, for twenty years or more.

V-1

Additionally, it was so sad to listen to all parties describe this development by having to address the unique issue of residents occupying the "West, South and East" sides of it. Isn't it a shame to realize that three-fourths of this establishment is surrounded by peoples' homes. Although I did not expect any outcome different than it was, I still went home Thursday afternoon and cried. I didn't get a full night's sleep for two days. :-{

V-2

I learned something, Thursday, though, of which I was not aware. This revelation gives me a glimmer of hope that I may not have to accept an overpowering commercial development right behind me, or move from a place I've owned and called home for twenty years. The home improvement center (likely Home Depot), and the car repair facility, are slated as "future" developments. I did not know this. So, my questions and/or subsequent comments are these:

How far in the "future" are these coming? How/when can I have the chance to remain vocal and hopefully persuade something else to ultimately go in their places? Will there be more public meetings regarding allowing these specific types of businesses to go there? Will that still have to be approved at a later date?

V-3

I cannot tell you how much it would brighten my outlook if these two types of businesses (specifically) do not get stuffed/crammed into the corner of the development that sits right against the ugly "wall" and peoples' homes. To have them right there in my backyard is a double whammy to already knowing a wall and light poles (in excess of code) will be

V-4

in my view. I cannot think of any examples in Riverside, or the surrounding communities, where a giant home improvement center chain has been placed directly/literally next to, or in the backyard of, a residential setting.

↑ V-4  
cont.

Also, I did not have the time to address how much I had hoped for an area, like the Canyon Crest Towne Center, as a Gless Ranch community gathering place. I will NOT walk my dog and sit down for lunch, at one of the mentioned outside tables with umbrellas, if my ambiance is a Home Depot and the noise and mess of car repair. That doesn't say much for "community gathering." Internally, I was sickened to hear discussion about needing a few more water features or artwork at the opening to this center when big boxes will overshadow any effort to give this a community feel and/or a place where residents might sit and stay a while. It doesn't matter how many enticing water features and tables adorn it. People don't gather, eat lunch and drink coffee in the parking lot of Home Depot.

V-5

Please tell me it is not too late to reconsider the SECOND big box (Home Depot), and the messy, loud car repair? I know something going there is "inevitable," but must it be two giants? I would appreciate knowing how I can stay updated on this most current issue which gives me some hope and allows me to sleep at night.

Thank you for taking the time to read this rather verbose email. For me, my days and nights are consumed by this worry. How wonderful it would be if there is still a small chance the West end of the development can be rethought more? Is there still any chance for change of the "future" development stage? As one commissioner quietly said, "How about a small park at the West end" instead?

V-6

Kelleen Krocker  
Mathematics Teacher  
Jurupa Valley High School  
Mira Loma, Ca.  
(951)360-2600

\*\*\*\*\*  
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## Response to Comment Letter V

**Kelleen Krocker**

**January 9, 2012**

- V-1** This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- V-2** This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- V-3** With regard to the commenter's question about specific types of uses that may lease space at the proposed development, this information is not available at this time. The types of uses contemplated by the project are discussed in Section 3.0, Project Description. Future proposed uses such as the home improvement center and vehicle repair use would require a Conditional Use Permit (CUP) and will require Planning Commission and City Council public hearings. Public notices related to any future CUPs on this project site will be sent to all property owners within a 300-foot radius of the project site. This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- V-4** Regarding lighting, please refer to Section 4.1, Aesthetics, of the Draft EIR. This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- V-5** This comment does not address the adequacy of the Draft EIR. Please refer to Figure 3.0-6, Conceptual Landscape Plan, for an illustration of the planned landscaping features. Noise is analyzed in Section 4.9, Noise, of the Draft EIR. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project. The comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.
- V-6** This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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Letter W

**Hayes, Steve**

**From:** Hayes, Steve  
**Sent:** Monday, November 07, 2011 8:28 AM  
**To:** 'Diana Brown'  
**Subject:** RE: Gless Ranch Marketplace EIR Draft

Hello Diana:

Here is a link to the Environmental Impact Report for the Gless Ranch Marketplace project. If you have any questions, please let me know. <http://www.riversideca.gov/planning/pdf/eir/glessranch/deir.pdf>

W-1

Best Regards,

Steve Hayes, AICP  
Principal Planner  
City of Riverside  
3900 Main Street, 3rd floor  
Riverside, CA 92522  
(951) 826-5775  
[shayes@RiversideCa.gov](mailto:shayes@RiversideCa.gov)

-----Original Message-----

**From:** Diana Brown [mailto:dianabrown1976@yahoo.com]  
**Sent:** Wednesday, November 02, 2011 10:26 AM  
**To:** Hayes, Steve  
**Subject:** Gless Ranch Marketplace EIR Draft

Hi Steve,

I am a resident in Orangecrest who lives a stone's throw from the proposed Gless Ranch Marketplace. I would like an opportunity to review the Draft EIR. Is it possible to receive a copy via email or sent to my home? Please let me know how I can access the report.

W-2

Thank you,  
Diana Brown  
9181 San Miguel Court  
Riverside, CA 92508  
951-452-1108

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## **Response to Comment Letter W**

**Diana Brown  
November 2, 2011**

- W-1** This comment is the City's response to Ms. Brown's request for where she can access the Draft EIR, it is not a comment about adequacy of the Draft EIR.
- W-2** This comment is asking for access to the Draft EIR. This comment does not address the adequacy of the Draft EIR; however, the comment is noted and has been incorporated into the Final EIR for review and consideration by the decision-makers prior to any action on the project.

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## 3.0 ERRATA TO DRAFT EIR

### 3.1 Introduction

As provided in Section 15088(c) of the CEQA Guidelines, responses to comments may take the form of a revision to a Draft EIR or may be a separate section in the Final EIR. This section complies with the latter and provides changes to the Draft EIR presented in strikethrough text (i.e., ~~strikethrough~~) signifying deletions and underline (i.e., underline) signifying additions. These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the project since the release of the Draft EIR as required by Section 15132 of the CEQA Guidelines. None of the corrections and additions constitutes significant new information or substantial project changes requiring recirculation as defined by Section 15088.5 of the CEQA Guidelines.

### 3.2 Changes to the Draft EIR

Changes to the Draft EIR are summarized in Table 3-1. Page numbers correspond to the Draft EIR.

**Table 3-1, Draft EIR Revisions**

Location: Section, Page	Revision	Summary
4.4, Biological Resources, p 4.4-47	<p><b>MM BIO-3:</b> When feasible, mobilize equipment during the day when most pests will be sleeping.</p> <p><b>MM BIO-4:</b> The project will start tree removal along the southern boundary and western boundary of the property, then work to the north and east such that pests have an opportunity to move deeper within the existing orange grove.</p> <p><b>MM BIO-5:</b> Establish debris piles within the heart of the orange grove to attract rodents once tree removal along the southern and western boundary begins. Bait such piles and/or establish bait stations within the heart of the orchard near where the last trees will be removed such that rodents finding their way there will be poisoned. The last areas to be cleared should be adjacent to the nearby open-space, allowing them to escape in that direction as opposed to the nearby residences.</p> <p><b>MM BIO-6:</b> When work occurs near the residences, care should be made to clear a uniform band and to immediately clean up debris piles and other refugia to make the cleared areas unattractive to pest species and to make the uncleared areas more attractive.</p>	<p>To address concerns about pest movement southerly into the residential neighborhoods during site disturbance, MM BIO- 3 through MM BIO-6 have been added to address commenter concerns about the potential for pests to occur when the existing orange groves are removed. While it is possible, that some pests may move in a southerly direction once construction begins, it is likely that they will move eastward toward adjacent open-space first.</p> <p>Adding these mitigation measures does not change the significance determination in the EIR section; instead they merely offer additional measures that further minimize the indirect impacts associated with the project.</p>

Table 3-1, Draft EIR Revisions

Location: Section, Page	Revision	Summary
4.6, Greenhouse Gas Emissions, p. 4.6-11	Specifically, one of SCAQMD's prior draft significance thresholds recommended determining a project's significance based on whether a project can demonstrate a targeted reduction compared to a business-as-usual scenario, consistent with AB 32's emission-reduction mandates. The SJVAPCD allows a less than significance finding if a project implements best performance standards or reduces project emissions by at least 29% below business as usual consistent with the AB 32's required emission reductions. BAAQMD's thresholds were derived to gauge compliance with AB 32. <u>(Note that BAAQMD's thresholds, which include a low bright-line significance threshold, were set aside in January 2012. (<i>California Building Industry v. Bay Area Air Quality Mgmt</i>, Alameda Superior Court Case No. RG10548693)) The court held that the adoption of the guidelines was a "project" that required environmental analysis under CEQA.)</u>	The explanatory note is added to provide a regulatory update. As discussed in the Draft EIR, Section 15064.7(c) of the CEQA Amendments specifies that "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies....provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." Accordingly, Section 4.6 considers the thresholds adopted by other agencies and the fact that the BAAQMD threshold have been set aside is pertinent to the City's consideration of thresholds.
4.6, Greenhouse Gas Emissions, p. 4.6-20	Motor vehicles would use fuels meeting the Low Carbon Fuel Standard for motor vehicle fuels that would reduce the "carbon intensity" by 10% relative to current fuels as calculated by CalEEMod. <u>(Note that a federal district court issued a preliminary stay of enforcement of ARB's low carbon fuel standards in late December 2011, based on a challenge under the commerce clause. (<i>Rocky Mountain Farmers Union v. Goldstein</i>, E.D. Cal. No. CV-F-09-2234 LJO DLB (Orders on Summary Judgment issued December 29, 2011).) On December 30, 2011 CARB issued Supplemental Regulatory Advisory 10-04B, which essentially retains LCFS enforcement for 2011. For 2012, it replaces the current system with generic carbon intensity values for ethanol and crude-based fuels. CARB is also proceeding with a proposal issued in October 2011, and it appears that the State will adopt these or similar provisions within a few months.</u>	The explanatory note is added to provide a regulatory update. While the exact details of ARB's LCFS program are uncertain at this point, emissions estimates reflected in the EIR continue to reflect projections contained in ARB's Scoping Plan.

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## **4.0 MITIGATION MONITORING AND REPORTING PROGRAM**

### **4.1 Introduction**

The California Public Resources Code, Section 21081.6, requires that a lead or responsible agency adopt a mitigation monitoring plan when approving or carrying out a project when an EIR identifies measures to reduce potential adverse environmental impacts. As lead agency for the proposed project, the City is responsible for adoption and implementation of the mitigation monitoring plan.

A Draft EIR for the project has been prepared to address the potential environmental impacts and, where appropriate, recommend measures to mitigate these impacts. As such, a mitigation monitoring plan is required to ensure that the adopted mitigation measures are successfully implemented. This plan lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties.

### **4.2 Project Overview**

The project proposes the removal of the majority of the existing orange grove to allow development of a commercial retail center not to exceed 420,000 square feet in total size. The project includes the following applications to be acted upon by the City of Riverside Planning Commission and City Council:

- PI0-0113 – Certification of this EIR;
- PI0-0114 – Variance to allow parking light standards to be up to 30 feet in height where the Zoning Code limits the height of parking lot light standards to 20 feet on interior portions of the site;
- PI0-0118 – Parcel Map to subdivide the 40-acre site for financing purposes; and
- PI0-0449 – Design Review for the overall Plot Plan and the Building Elevations for the proposed project including the Target store, additions and modifications to the existing Gless Ranch fruit stand building and other retail shops/pads.

The 40-acre site will be developed into a commercial retail center (Gless Ranch). The buildings for the proposed project have been arranged into three primary components: (1) The area in the northwesterly quadrant of the site, which includes the to-be expanded fruit stand, would include a thematic “village with open space and amenities for outdoor dining, public art, etc.; (2) The three “major” tenants (Target, home improvement center, and mid-size tenant such as a grocery store or specialty retail) have been situated along the rear and interior of the property lines of the site; (3) The remainder of the site is proposed to be developed with single-tenant, purpose built structures and multiple tenant “shops” buildings. The proposed project will incorporate Craftsman style architectural theme. Heavy timber

details, battered columns, wood shingle or clapboard siding will be included on some of the proposed buildings to be complementary to the fruit stand structure.

### **4.3 Monitoring and Reporting Procedures**

The mitigation monitoring plan for the proposed project will be in place through all phases of the project, including design, construction, and operation. The City will be responsible for administering the mitigation monitoring plan and ensuring that all parties comply with its provisions. The City may delegate monitoring activities to staff, consultants, or contractors. The City will also ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The designated environmental monitor will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to rectify problems.

Table 4-1 lists each mitigation measure included in the Draft EIR. Certain inspections and reports may require preparation by qualified individuals and these are specified as needed. The timing and method of verification for each measure are also specified.

Table 4-1, Mitigation Monitoring and Reporting Program Summary

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party
AES-1	In order to avoid all light spill from the project site on adjacent residential uses, the project proponent shall be required to install shielding and use directional devices to ensure the light spill from the site is 0.0. The project proponent shall submit a photometric study confirming the light spill onto residential properties to the west and south of the site results in no light spillage from the project.	Construction	Community Development Department/ Planning Division
AES-2	All glass to be incorporated into the exterior of building shall be either of low-reflectivity, or accompanied by a non-glare coating.	Pre-Construction Construction	Community Development Department/ Planning Division
AQ-1	In order to address emissions related to construction activities, consistent with SCAQMD Rule 403, it is required that fugitive dust generated by grading and construction activities be kept to a minimum with a goal of retaining dust on the site, by following the dust control measures listed below: <ul style="list-style-type: none"> <li>a) During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.</li> <li>b) During construction, water truck or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas later in the morning and after work is completed for the day and whenever winds exceed 15 miles per hour.</li> <li>c) Soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation.</li> <li>d) Reduce speeds on unpaved roads to less than 15 miles per hour.</li> <li>e) Halt all grading and excavation operations when wind speeds exceed 25 miles per hour.</li> <li>f) Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.</li> <li>g) Should minor import/export of soil materials be required, all trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be tarped and maintain a minimum 2 feet of freeboard.</li> </ul>	Construction	Community Development Department/ Building and Safety Division and Public Works Department

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party
	h) At a minimum, at each vehicle egress from the project site to a paved public road, install a pad consisting of washed gravel (minimum-size: 1 inch) maintained in a clean condition to a depth of at least 6 inches and extending at least 30 feet wide and at least 50 feet long (or as otherwise directed by SCAQMD). i) Review and comply with any additional requirements of SCAQMD Rule 403.		
AQ-2	The following measures shall be adhered to during project grading and construction to reduce VOC and NOx from construction equipment: a) Heavy-duty diesel-powered construction equipment rated at greater than 50 horsepower shall be equipped with Tier 2 or better diesel engines. b) The engine size of construction equipment shall be the minimum size. c) The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest number is operating at any one time. d) Construction equipment shall be maintained in tune per the manufacturer's specifications. e) Catalytic converters shall be installed on gasoline-powered equipment over 50 horsepower. f) Electric equipment shall be utilized in lieu of diesel-powered equipment, where feasible.	Construction	Community Development Department/ Building and Safety Division and Public Works Department
AQ-3	The project developer shall use zero-VOC-content architectural coatings during project construction/application of paints and other architectural coatings to reduce ozone precursors. If zero-VOC paint cannot be utilized, developer shall avoid application of architectural coatings during the peak smog season: July, August, and September. Developer shall procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).	Construction	Community Development Department/Code Enforcement Division
AQ-4	In order to address long-term air quality emissions associated with project operation, the following mitigation measure will reduce impacts as shown on Table 4.3-10: <ul style="list-style-type: none"> <li>The project developer shall ensure that zero-VOC-content architectural coatings are used for building maintenance to reduce ozone precursors. If zero-VOC paint cannot be utilized, application of architectural coatings should be avoided during the peak smog season: July, August, and</li> </ul>	Construction Operation	Community Development Department/Building and Safety Division

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party
	<p>September. Architectural coatings shall be procured from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).</p> <ul style="list-style-type: none"> <li>• Additionally, the project will implement energy conservation design features that would result in exceeding the 2008 Title 24 requirements by a minimum of 15%. Note that this measure applies to the project as a whole rather than to specific building.</li> </ul>		
AQ-5	<p>In order to address odors from the project, any of the following uses including but not limited to fast food restaurants, bakeries, coffee-roasting facilities, automobile maintenance shops (e.g., tire centers), and laundry/dry cleaning facilities, shall implement an Odor Abatement Plan (OAP). The OAP shall include the following:</p> <ul style="list-style-type: none"> <li>• Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints</li> <li>• Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond</li> <li>• Description of potential odor sources at the facility</li> <li>• Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications, and/or feasible add-on air pollution control equipment</li> <li>• Contingency measures to curtail emissions in the event of a public nuisance complaint.</li> </ul>	Operation	Community Development Department/Building and Safety Division
BIO-1	<p>To mitigate potential impacts related to Migratory Bird Treaty Act (MBTA), prior to any clearing of the orange groves or any natural vegetation on site that occurs during the nesting bird season (approximately February 1 through August 31), a pre-clearing nesting bird survey should be conducted within 72 hours of the start of clearing activities. This survey should extend to any areas within 300 feet of the project boundary that support potential raptor nesting habitat (i.e., large trees or similar artificial structures such as utility poles or towers). This survey is necessary to determine if there are any active nests within the project site and in the immediate vicinity of the site. If active raptor nests are located, then work should not occur within 300 feet of these nests while the nest are active and young are still dependent on the nests, as determined by a qualified biologist. The survey results shall be submitted to the planning department for review, which will occur prior to grading permit issuance.</p>	Pre-Construction	Community Development Department/ Planning Division

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party
BIO-2	To mitigate potential impacts related to the unvegetated ephemeral drainage under the jurisdiction of CDFG, the developer shall implement the mitigation required by CDFG. Mitigation options include on site, off site, in lieu fee mitigation, or a combination of all in order to comply with the 1602 Streambed Alteration Agreement.	Construction	Community Development Department/ Planning Division
BIO-3	When feasible, mobilize equipment during the day when most pests will be sleeping.	Construction	Community Development Department/ Planning Division
BIO-4	The project will start tree removal along the southern boundary and western boundary of the property, then work to the north and east such that pests have an opportunity to move deeper within the existing orange grove.	Construction	Community Development Department/ Planning Division
BIO-5	Establish debris piles within the heart of the orange grove to attract rodents once tree removal along the southern and western boundary begins. Bait such piles and/or establish bait stations within the heart of the orchard near where the last trees will be removed such that rodents finding their way there will be poisoned. The last areas to be cleared should be adjacent to the nearby open-space, allowing them to escape in that direction as opposed to the nearby residences.	Construction	Community Development Department/ Planning Division
BIO-6	<p>When work occurs near the residences, care should be made to clear a uniform band and to immediately clean up debris piles and other refugia to make the cleared areas unattractive to pest species and to make the uncleared areas more attractive.</p> <p>Adding these mitigation measures does not change the significance determination in the EIR section, instead they merely offer additional measures that further minimize the indirect impacts associated with the project.</p>	Construction	Community Development Department/ Planning Division
CUL-1	In the unlikely event that potential historical or unique archaeological resources are encountered during construction, grading should be temporarily redirected and/or suspended. The find shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique archaeological resource, work may continue on other parts of the site while historical or unique archaeological resource mitigation takes place. Mitigation should occur consistent with CEQA Guidelines Section 15126.4. In particular, impacts to historic resources of an archeological nature should be avoided,	Construction	Community Development Department/ Building and Safety Division

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party
	where feasible. Should avoidance not be feasible, mitigation of impacts shall be accomplished through a data-recovery program or other mitigation pursuant to CEQA Guidelines Section 15126.4(b)(3).		
CUL-2	In the unlikely event that paleontological resources such as vertebrate, plant, or invertebrate fossils are discovered during construction or site disturbance, work shall stop and the City of Riverside Planning Department shall be contacted so that a qualified paleontologist can be consulted to determine the extent or quality of the find and make recommendations for further action, if necessary.	Construction	Community Development Department/ Building and Safety Division
GHG-1	<p>The following measures shall be adhered to during project grading and construction to reduce VOC and NOx from construction equipment:</p> <ol style="list-style-type: none"> <li>Heavy-duty diesel-powered construction equipment rated at greater than 50 horsepower shall be equipped with Tier 2 or better diesel engines.</li> <li>The engine size of construction equipment shall be the minimum size.</li> <li>The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest number is operating at any one time.</li> <li>Construction equipment shall be maintained in tune per the manufacturer's specifications.</li> <li>Catalytic converters shall be installed on gasoline-powered equipment over 50 horsepower.</li> <li>Electric equipment shall be utilized in lieu of diesel-powered equipment, where feasible.</li> </ol>	Construction	Community Development Department/ Building and Safety Division and Public Works Department
GHG-2	<p>In order to address long-term air quality emissions associated with project operation, the applicant shall incorporate the following energy conservation measures into project building plans:</p> <ul style="list-style-type: none"> <li>The project will implement energy conservation design features that would result in exceeding the 2008 Title 24 requirements by a minimum of 15%. Note that this measure applies to the project as a whole rather than to each specific building.</li> </ul>	Pre-Construction Construction Operation	Community Development Department/ Building and Safety Division
HAZ-1	The City shall ensure, through conditions on the grading permit, that the upper 6 inches of soil located in the area of soil staining shall be removed, as directed by an on-site environmental specialist, and transported, under manifest to an approved soil recycling company, in accordance with currently accepted standards of practice and law.	Pre-Construction	Community Development Department/ Building and Safety Division and Public Works Department

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party
HAZ-2	Earthwork removals within the project site that take place during grading activities shall be monitored by an experienced environmental consultant in the event unusual subsurface conditions are encountered and/or to provide recommendations in the event signs of chemical residues are detected. Chains of custody shall be provided by the project applicant to the City for verification.	Construction	Community Development Department/ Building and Safety Division and Public Works Department
HAZ-3	All use of hazardous materials and disposal of hazardous wastes during project grading to remove any potentially contaminated soils shall be required to comply with state Title 22 and federal Title 40 requirements. The transport and off-site disposal of any hazardous waste found within the site during the associated site preparation work shall also be required to comply with these hazardous waste management protocols. Chains of custody shall be provided by the project applicant to the City for verification.	Construction	Community Development Department/ Building and Safety Division and Public Works Department
Noise-1	<p>In order to mitigate the noise impact associated with construction noise, and in order to meet the City's noise criteria related to construction noise, the applicant shall ensure prior to grading or demolition permit issuance that:</p> <ul style="list-style-type: none"> <li>• All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.</li> <li>• Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. Unattended construction vehicles shall not idle for more than 5 minutes when located within 200 feet from residential properties.</li> <li>• During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from the residences located along the western and southern boundaries.</li> <li>• The tree-chipping operation shall be located a minimum of 400 feet from any existing homes.</li> <li>• During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors, or at least 200-feet from residential properties. A plan shall be provided to the City's Planning Department identifying the staging areas prior to issuance of a construction permit.</li> <li>• Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow</li> </ul>	Construction	Community Development Department/ Building and Safety Division and Public Works Department

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party
	surrounding property owners and residents to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.		
Noise-2	In order to mitigate for the impacts related to exceeding the City's noise standards, as well as to mitigate the noise associated with the proposed docking and loading bays associated with the buildings identified as Majors 1, 2, and 3 on the site plan, and the proposed auto repair/tire facility, the project shall construct a 6- to 8-foot-high (as measured from the top of slope) masonry block sound wall along the west and south sides of the project site. With implementation of these sound walls the noise levels would be reduced by approximately 7 to 15 dBA at the adjacent residences and would mitigate the noise impact.	Operation	Community Development Department/Code Enforcement Division
Traffic-1	Alessandro Boulevard at Arlington Avenue/Chicago Avenue: Widen and/or restripe Alessandro Boulevard to provide a third northbound left-turn lane. Widen and/or restripe Arlington Avenue for three westbound departure lanes. Modify the existing traffic signal.	Pre-Operation	Public Works Department
Traffic-2	Barton Street at Van Buren Boulevard: Widen and/or restripe Barton Street to provide an exclusive southbound right-turn lane. Modify the existing traffic signal.	Pre-Operation	Public Works Department
Traffic-3	Wood Road at Van Buren Boulevard: Provide a fair-share contribution towards or construct the following improvements. Widen and/or restripe Van Buren Boulevard and convert the exclusive westbound right-turn lane to a shared through/right-turn lane. Modify the existing traffic signal.	Pre-Operation	Public Works Department
Traffic-4	Alessandro Boulevard at Arlington Avenue/Chicago Avenue: Provide a fair-share contribution towards or construct the following improvements. Widen and/or restripe Chicago Avenue to provide a third westbound left-turn lane. Modify the existing traffic signal.	Pre-Operation	Public Works Department
Traffic-5	Trautwein Road/Cole Avenue at Van Buren Boulevard: Provide a fair-share contribution towards or construct the following improvements. Widen and/or restripe Trautwein Road/Cole Avenue to provide an exclusive northbound right-turn lane and a second southbound through lane. Widen and/or restripe Van Buren Boulevard to provide a third eastbound through lane and a second westbound left-turn lane. Modify the existing traffic signal.	Pre-Operation	Public Works Department
Traffic-6	Barton Street at Van Buren Boulevard: Provide a fair-share contribution towards or construct the following improvements. Modify the traffic signal and install a northbound right-turn overlap phase.	Pre-Operation	Public Works Department

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party
Traffic-7	Barton Street at Gless Ranch Road: Provide a fair-share contribution towards or construct the following improvements. Widen and/or restripe Barton Street to provide a second northbound through lane and a second northbound departure lane.	Pre-Operation	Public Works Department