



CITY OF NORCO
PLANNING COMMISSION REGULAR MEETING AGENDA
LIVE STREAM
Wednesday May 13, 2020
City Council Chambers, 2820 Clark Avenue, Norco CA 92860

**PUBLIC ADVISORY: THE CITY COUNCIL CHAMBER WILL
NOT BE OPEN TO THE PUBLIC**

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the Planning Commission for May 13, 2020 will be live streamed through the City of Norco Website at www.PC051320. Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber will not be open for the meeting.

The public is invited to participate in public comment by submitting public comments, prior to the item being discussed closing, by emailing the City Clerk at DROA@ci.norco.ca.us. Please identify the item you are referencing (i.e. General public comment, 1, 2a, etc...). Please limit comments to 250 words or less. All comments submitted before the item has closed will be read aloud at the meeting. Any comments received after this deadline and before the meeting has been adjourned will be maintained with the minutes of the meeting.

CALL TO ORDER: 7:00 p.m.

ROLL CALL: Phil Jaffarian, Chair
Patricia Hedges, Vice Chair
Danny Azevedo, Commission Member
Robert Leonard, Commission Member
John Rigler, Commission Member

PLEDGE OF ALLEGIANCE:

APPEAL NOTICE: In the event that you disagree with the action taken by the Planning Commission in regards to your application, or with any condition for approval of the application which is not a specific requirement of the Norco Municipal Code, you are entitled to appeal such determination or conditions to the Norco City Council, provided that such appeal is filed with the Norco City Clerk within ten calendar days after the requirements for appeals, inclusive of payment of an appeal fee.

1. PUBLIC COMMENTS: *This is the time when persons viewing, wishing to address the Planning Commission regarding matters not on the agenda, may be heard. Please email the City Clerk at DROA@ci.norco.ca.us so that you may be recognized. Your comments will be read at this time into the record. The Ralph M. Brown Act limits the Planning Commissions ability to respond to comments on non-agendized matters at the time such comments are made. The Planning Commission shall not discuss or take action relative to any general public comment.*
2. APPROVAL OF MINUTES:
 - A. Minutes of Regular Meeting OF March 11, 2020 **Recommended Action: Approval** (Minutes Clerk)
3. PUBLIC HEARING:

Order of Presentation for Public Hearing Items:

1. *Staff Presentation*
2. *Commission Questions of Staff*
3. *Open Public Hearing*
 - a. *Comments by Applicant*
 - b. *Public Speakers in Favor, Against, or Neutral*
 - c. *Applicant Response to Comments*
 - d. *Questions of Applicants*
4. *Close Public Hearing*
5. *Commission Discussion and Action*

ITEMS 3.A – 3.E WILL BE PRESENTED TOGETHER

- A. **Conditional Use Permit Site Plan 2017-15:** A request for approval of the development of 33 industrial buildings and 3 commercial buildings totaling 2,050,000 square feet on 110 acres in two mapping phases (construction may occur in more phases).
- B. **Specific Plan 90-01, Amendment 14:** A request to amend the off-street parking requirements for industrial buildings.
- C. **Palomino Business Park Development Agreement:** A request for consideration and approval of a Development Agreement by and among Cap Rock Acquisitions, LLC and City of Norco for the development of Palomino Business Park based on facts, understandings, and intentions.
- D. **Conditional Use Permit 2017-11:** A request to allow the building height to exceed the maximum-allowed height of 50 feet.
- E. **Tentative Tract Map No. 37681:** A request to subdivide approximately 83.42 acres for development phases one and two into 22 lots for industrial buildings, a commercial site, and three water quality control facilities.
- F. **Zone Code Amendment 2019-02 (City):** A request to amend the off-street parking standards for industrial uses.

Planning Commission Regular Meeting Agenda

Page 3

May 13, 2020

4. PLANNING COMMISSION / STAFF COMMUNICATIONS:

A. Oral Reports from Various Committees

B. Request for Items on Future Agenda (within the purview of the Commission)

ADJOURNMENT:

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office at (951) 270-5623. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.102-35.104 ADA Title II)

Staff reports are on file in the Planning Division.

Additionally, any writings or documents provided after distribution of the Planning Commission's agenda packet to a majority of the Planning Commission regarding any item on this agenda will be made available for public inspection at the Planning Division counter at City Hall located at 2870 Clark Avenue.

The meeting is recorded.



CITY OF NORCO
PLANNING COMMISSION REGULAR MEETING MINUTES
Wednesday March 11, 2020
City Council Chambers, 2820 Clark Avenue, Norco CA 92860

CALL TO ORDER: 7:00 p.m.

ROLL CALL: **Present:**
Phil Jaffarian, Chair
Patricia Hedges, Vice Chair
Danny Azevedo, Commission Member
Robert Leonard, Commission Member
Absent:
John Rigler, Commission Member

PLEDGE OF ALLEGIANCE: Vice Chair Patricia Hedges

APPEAL NOTICE: **Read by Senior Planner Robles**

1. PUBLIC COMMENTS:

- Bonnie Slager invited all to Casino Night, the event is still moving forward, it will be Saturday March 14, 2020, and there are tickets for sale for \$20.

2. APPROVAL OF MINUTES:

- A. Minutes of Regular Meeting January 22, 2020. **Recommended Action: Approval** (Minutes Clerk)

M/S LEONARD/HEDGES to approve Planning Commission Regular Meeting Minutes of January 22, 2020, as written; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, AZEVEDO, LEONARD

NOES: NONE

ABSENT: RIGLER

ABSTAIN: HEDGES

3. PUBLIC HEARING:

- A. **Conditional Use Permit 2019-09 (Rice):** A request for approval to allow an 853 square foot temporary mobile home for the elderly at 3551 Broken Twig Drive, located within A-1 Agricultural (Low Density) Zone. **Recommended Action: Approval** (Senior Planner)

Planner Robles presented the staff report on file in the Planning Department. All requirements were met; staff recommends approval.

Member Leonard questioned staff if this falls under ADU law, staff stated no.

Chair Jaffarian questioned staff if the grading of the site has been completed, staff stated yes.

Chair Jaffarian OPENED the public hearing, indicating that proper notification had been made and asked for the appearance of those wishing to speak.

Applicant explained that neighbors view will not be obstructed talked with all his neighbors and no one objected to the project, has been a community member for 10 years, stated he needs a place for his mother to stay.

Chair Jaffarian CLOSED the public hearing, bringing the discussion back to the Commission.

M/S HEDGES/AZEVEDO to adopt Resolution 2020-09 to approve CUP 2019-09 to allow a 853 square-foot temporary mobile home for the elderly at 3551 Broken Twig Drive; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO, LEONARD
NOES: NONE
ABSENT: RIGLER
ABSTAIN: NONE

Attorney Harper stated that Member Leonard would need to recuse himself due to obtaining information outside of the public hearing process.

- B. Variance 2019-05/Site Plan 2019-10 (Johnson):** A request for approval of an Accessory Building Use Permit to allow a 1,075 square-foot large vehicle parking building with an additional 365 square-foot other use area at 4276 Corona Avenue located within the A-1-20 (Agricultural Low Density) Zone. A variance is being requested from the maximum allowed size, wall height and setback requirements for accessory buildings in Norco Municipal Code Chapter 18.68 (Accessory Building Use Permits). **THESE ITEMS WILL BE PRESENTED TOGETHER** Recommended Action: Approval (Senior Planner)

Planner Robles presented the staff report on file in the Planning Department. All requirements were met; staff recommends approval.

Vice Chair Hedges asked about the wall height, Planner Robles clarified.

Chair Jaffarian OPENED the public hearing, indicating that proper notification had been made and asked for the appearance of those wishing to speak.

Applicant present, explained the issues she had since purchasing the property, and came in to permit the buildings.

Cassandra Holly, is a neighboring property owner, and has no issues with the building.

Bonnie Slager noted concern with the driving over the animal keeping area. Staff showed the resident the site plan.

Chair Jaffarian CLOSED the public hearing, bringing the discussion back to the Commission

Vice Chair Hedges liked that the site backs up to an existing commercial property.

Member Azevedo likes the way the structure looks and its location.

Chair Jaffarian noted the improvements to the site.

M/S JAFFARIAN/AZEVEDO to adopt Resolution 2020-12 to approve Variance 2019-05 to allow an increase in size, wall height and setback from the property line; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO
NOES: NONE
ABSENT: LEONARD, RIGLER
ABSTAIN: NONE

M/S JAFFARIAN/AZEVEDO to adopt Resolution 2020-11 to approve Site Plan 2019-10 to allow a 1075 square foot large vehicle parking building with a 365 square foot workshop at 4276 Corona Ave; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO
NOES: NONE
ABSENT: LEONARD, RIGLER
ABSTAIN: NONE

- C. Site Plan 2015-23 Modification No.2, Site Plan 2019-15 Conditional Use Permit 2019-06 (LDK Norco, LLC):** A proposal to modify approved Site Plan 2015-23 for the Norco Village Shopping Center existing at the corner of River Road and Corydon Street, to allow the construction of a 12,500 square foot retail building (Site Plan 2019-15) and to allow the construction of a 9,990 square-foot day care building with outdoor play area (Conditional Use Permit 2019-06). The corresponding addresses are 2470 and 2490 River Road located within the Commercial General (C-G) zone (APN 121-560-002).
Recommended Action: Approval (Senior Planner)

Planner Robles presented the staff report on file in the Planning Department. All requirements were met; staff recommends approval.

Member Leonard asked staff in regards to the parking requirements, Planner Robles noted that the site completed a parking analysis and there is enough parking.

Vice Chair Hedges questioned if the landscaping meets the requirements, Planner Robles noted there are guidelines with the State they are required to follow with drought tolerant plants.

Chair Jaffarian asked staff in regards to the restrictions at the site with the flow of traffic, Planner Robles stated the site still does meet the requirements and still meets the standards from the initial study.

Chair Jaffarian OPENED the public hearing, indicating that proper notification had been made and asked for the appearance of those wishing to speak.

Applicant, Timothy Reeves present.

Chair Jaffarian CLOSED the public hearing, bringing the discussion back to the Commission

Vice Chair Hedges has a concern with the amount of traffic at the site, Member Leonard agrees with Vice Chair Hedges.

Member Azevedo noted that the daycare center traffic will be for a short period, Chair Jaffarian agreed and noted that some of the traffic is caused by drivers using the center to cut through traffic, and noted that the daycare is better than the previous intended use of an office building.

M/S JAFFARIAN/AZEVEDO to adopt Resolution 2020-13 to approve Site Plan 2015-23 MOD No.2 to ; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO, LEONARD
NOES: NONE
ABSENT: RIGLER
ABSTAIN: NONE

M/S JAFFARIAN/AZEVEDO to adopt Resolution 2020-14 to approve Site Plan 2019-15 to allow a 12,500 square-foot retail building; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO, LEONARD
NOES: NONE
ABSENT: RIGLER
ABSTAIN: NONE

M/S JAFFARIAN/AZEVEDO to adopt Resolution 2020-15 to approve CUP 2019-06 to allow a 9,990 square-foot day care building; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO, LEONARD
NOES: NONE
ABSENT: RIGLER
ABSTAIN: NONE

4. BUSINESS ITEMS:

- A. **Annual Progress Report (Annual Element Progress Report):** For submittal to the Governor's Office of Planning and Research and the State Department of Housing and Community Development. **Recommended Action:**
Recommended Action: Approval (Senior Planner)

Planner Robles presented the staff report on file in the Planning Department. All requirements were met; staff recommends approval

M/S LEONARD/JAFFARIAN to receive and file the Annual Element Progress Report; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO, LEONARD
NOES: NONE
ABSENT: RIGLER
ABSTAIN: NONE

- B. **Site Plan 2018-08 (Norco Gateway LLC), Condition No. 78:** Approval of a project art feature. **Recommended Action:** Approval (Senior Planner)

Planner Robles presented the staff report on file in the Planning Department. All requirements were met; staff recommends approval

Member Azevedo and Vice Chair Hedges expressed that the proposed art did not look right, it is too small.

Member Leonard went around looking at other art features and noted that what is proposed is not what the commission was expecting.

Chair Jaffarian noted that all members agreed on the location of the art, however the art itself needed to be reviewed again.

**Chair Jaffarian invited those wishing to speak, with no one wishing to speak
Chair Jaffarian brought discussion back to commission.**

M/S LEONARD/HEDGES to allow the location of the proposed art; deny proposed art feature; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO, LEONARD
NOES: NONE
ABSENT: RIGLER
ABSTAIN: NONE

- C. **Site Plan 2019-13 (Solum):** A request for approval of an Accessory Building Use Permit to allow a 1,000 square-foot large vehicle parking building at 3181 Bronco Lane, located within the A-1-20 (Agricultural Low Density) Zone.
Recommended Action: Approval (Senior Planner)

Planner Robles presented the staff report on file in the Planning Department. All requirements were met; staff recommends approval

Member Leonard asked if the structure in the picture was still in its location, Planner Robles noted the structure has been removed.

Chair Jaffarian asked about a 15 foot drive path to the animal keeping area, Planner Robles clarified the site plan and the noted access.

Chair Jaffarian invited those wishing to speak

Applicant, Daniel Solum explained the property and the location of the building and noted that no views will be impacted.

Vice Chair Hedges asked for clarification in regards to the location of the building and the animal keeping area, the applicant noted that the grass area will be maintained.

Member Leonard asked what the intended use of the building will be, the applicant noted to store his large RV.

Member Azevedo asked about the grade of the site, the applicant explained.

Chair Jaffarian brought discussion back to commission

M/S HEDGES/JAFFARIAN to adopt Resolution 2020-10 to approve Site Plan 2019-13 to allow a 1,000 square-foot large vehicle parking building at 3181 Bronco Lane; the motion was carried by the following roll call vote:

AYES: JAFFARIAN, HEDGES, AZEVEDO, LEONARD

NOES: NONE

ABSENT: RIGLER

ABSTAIN: NONE

5. PLANNING COMMISSION / STAFF COMMUNICATIONS:
 - A. Oral Reports from Various Committees:
 - NONE
 - B. Request for Items on Future Agenda (within the purview of the Commission)
 - NONE

ADJOURNMENT: Chair Jaffarian adjourned the meeting at **8:18 p.m.**

Respectfully submitted,

Lacey David
Minutes Clerk
Planning Commission

CITY OF NORCO STAFF REPORT

TO: Honorable Chair and Members of the Planning Commission

FROM: Steve King, Planning Director
Brent Arnold, Planning Consultant

DATE: May 13, 2020

SUBJECT: All of the cases listed below are for the same proposed project and represent the development of 18 industrial/office buildings and 3 water quality control basins on 81.65 acres (construction Phases 1 and 2). The Environmental Impact Report (EIR) analyses an eventual development of the approximately 110-acre project area with 2,050,000 square feet of new building space with up to 35 industrial/office buildings and 3 commercial buildings. In addition to analyzing the development of the currently proposed project which is limited to construction Phases 1 and 2, the EIR analyzed additional development of up to 13 industrial/office buildings in Phase 3 and a 3-acre commercial site with up to 21,410 square feet in Phase 4. All off-site street improvements for the entire 110-acre project site will be developed with Phase 1. Approximately 104.4 acres of the 110-acre project site is located within the Gateway Specific Plan with the remaining acreage in the A-1-20 zone at the southwest corner of First Street and Mountain Avenue. (Cap Rock Acquisitions, LLC).

Site Plan 2017-15: A request for approval of the development of 18 industrial/office buildings totaling 1,445,125 square feet and 3 water quality control basins on 81.65 acres.

Specific Plan 90-01, Amendment 14: A request to amend the off-street parking requirements for industrial buildings.

Conditional Use Permit 2017-11: A request to allow the building height to exceed the maximum-allowed height of 35 feet and allow buildings up to 50 feet.

Tentative Tract Map No. 37681: A request to subdivide approximately 81.65 net acres for development phases one and two into 26 lots for 18 industrial buildings, a commercial site, and three water quality control basins.

RECOMMENDATION: Recommend approval of the project with the following motions:
1) Adopt Resolution 2020-03 recommending that City Council certify the Environmental Impact Report and recommend

adoption of findings and Statement of Overriding Consideration.

- 2) Adopt Resolution 2020-04 recommending City Council approve Site Plan 2017-15.
- 3) Adopt Resolution 2020-05 recommending that City Council approve Conditional Use Permit (CUP) 2019-11.
- 4) Adopt Resolution 2020-04 recommending City Council approve Specific Plan 90-01, Amendment 14.
- 5) Adopt Resolution 2020-07 recommending that City Council approve Tentative Tract Map (TTM) 37681.

SUMMARY: The EIR for the ultimate development of 110 acres and the proposed Phases 1 and 2 on 81.65 net acres with this project are consistent with the General Plan, and the respective land use districts in the Gateway Specific Plan (Industrial and Commercial). The recommendation is that the Planning Commission recommends approval to the City Council of Site Plan 2017-15, Amendment 14 to Specific Plan 90-01, CUP 2017-11, and TTM 37681. This approval would include certification of the Final EIR, with adopted findings and a Statement of Overriding Consideration as being consistent with CEQA.

The project analysis in the staff report is for Phases 1 and 2 on 81.65 net acres (i.e., the portion of the project west of Mountain Avenue) as well as related onsite and offsite infrastructure improvements. Phase 3 of the remaining 28.35 acres of the 110 acres (i.e., those located east of Mountain Avenue) will be processed for review at a later date. The 3-acre commercial site is Phase 4. The certification of the EIR covers build-out over the entire 110 acres for construction Phases 1 through 4 (described in the EIR as as EIR Phase 1 [for development of parcels west of Mountain Avenue] and EIR Phase 2.

BACKGROUND:

Property Description: The subject property consists mostly of the former Norco Ranch egg processing facility with some adjoining lots that had been acquired by the Eisen family trust through the years (Exhibit A – Location Map). The bulk of the property (approx. 78 acres) is located in the rectangle formed by First Street, Pacific Avenue, Second Street, and Mountain Avenue that excludes three residences on Second Street near Pacific Avenue that never became part of the trust acreage and are designated “Residential” in the Gateway Specific Plan (GSP). The remainder of the trust acreage is designated “Industrial” with a small “Commercial” designation (approx. 2 acres) on the northwest corner of Mountain Avenue and First Street, within the GSP. There are approximately 15 acres of trust property on the east side of Mountain Avenue and 5 acres on the southwest corner of First Street and Mountain Avenue. The property is mostly flat with sheet drainage to adjoining streets and the South Norco flood channel.

There are several structures on the project site including 36 residential structures that are mostly abandoned. The former buildings of Norco Ranch are either disused or are being used by a current egg processing tenant. Residences on the project site that are part of the trust

property are boarded up and would be razed for project development. The status and disposition of existing buildings is discussed in the environmental analysis.

Project Description:

A total of 18 buildings totaling approximately 1,445,125 square feet of industrial/warehouse and office floor area are proposed on 81.65 acres (Exhibit B – Site Plan). These industrial buildings can also include incidental office, mezzanine, and retail space, currently estimated at 21,410 square feet spread over the project site. Manufacturing is anticipated to use approximately 15% of the total square-footage of all industrial buildings. The proposed industrial buildings will be up to 50-feet tall, subject to approval of CUP 2017-11. A 3-acre commercial development on the northwest corner of First Street and Mountain Avenue will be a fourth phase. The potential future users of the commercial site are not known and a site plan and/or conditional use permit will be processed for review and approval separately at a future date.

The industrial buildings are characterized as painted pour-in-place concrete tilt-up construction. The architectural design includes painted earth-tone concrete tilt-up walls that vary in height, office elements that incorporate farm house window treatments with pop-out trims, farm house porch elements, and canopies accentuating the office areas (**Exhibit**).

Implementation of the project will include the demolition of 36 existing single-family residences; industrial warehouse structures/related improvements, and building remnants (e.g., foundations, etc.) from previous uses.

ANALYSIS:

Land Use: The subject property is mostly located in the GSP where the proposed industrial/manufacturing uses are permitted uses in the Industrial District. Potential tenants can also have direct sales of product from these buildings. The GSP includes approximately 2 acres of “Commercial District” on the northwest corner of First Street and Mountain Avenue but the designation is general in nature since it does not coincide with any existing property lines. The 3-acre commercial development of the project coincides with this GSP district.

The five acres located on the southwest corner of First Street and Mountain Avenue are proposed to be developed with a detention basin for project drainage and is part of Phase 1. This area is not part of the GSP but the proposed detention use is a permitted use in the A-1-20 zone so it is not necessary to annex the site into the GSP.

The project will be implemented in 4 construction phases. Phase 1 and 2 west of Mountain Avenue, consists of 18 industrial buildings and 3 water quality control basins. Phase 3, east of Mountain Avenue, will be the development of up to 13 additional industrial buildings for a total of 35 buildings, and Phase 4 will be the 3-acre commercial lot.

Approximately 15 acres of the overall 110-acre project site have the Housing Development Overlay (HDO) zone on the east side of Mountain Avenue (Phase 3). The HDO zone requires

the development of density housing (20 units per acre) on half of the acreage of an HDO designated site prior to the development of the remaining acreage to the underlying zoning. The underlying zoning where the HDO zone is located is the "Industrial District" of the GSP. The area of the project site with the HDO zone is proposed in development Phase 3. To be used entirely for industrial uses the HDO zone would first have to be removed through a zone change process. Phases 1 and 2 on the west of Mountain Avenue do not have the HDO zone and neither does the commercial site (Phase 4).

Tentative Tract Map 37681/Lot Dimensions/Setback Requirements:

Two maps were advertised as part of the project. The first map (TTM 37681) was advertised to subdivide the project site into two halves based on the existing Housing Development Overlay zone on the east side of Mountain Avenue and TTM 37804 was advertised to subdivide the project site into 37 development lots. The application for TTM 37804 was withdrawn by the applicant. TTM 37681 proposes to subdivide 81.65 acres for development phases 1 and 2 on the west side of Mountain Avenue into 18 lots for development along with 3 lots for water quality control basins and 1 lot for future commercial development.

There are minimum lot design standards in the GSP, however, the GSP also exempts integrated industrial center(s) from lot size and frontage requirements with modification of said standards subject to the discretion of the Planning Commission. Since the project is an integrated industrial center it warrants exemption from the minimum standards. The minimum standards of the GSP are as follows:

STANDARD		STANDARD	
Minimum Lot Size	43,560sf	Street Side Building Setback	30 ft.
Minimum Lot Width	125 ft.	Street Side Parking Setback	0 ft.
Minimum Lot Depth	N/A.	Interior Side Setback	0 ft.
Maximum Lot Coverage	N/A	Rear Setback	0 ft.

All of the proposed lots meet the minimum standards with the exception of some of the street side building setbacks on First Street, Mountain Avenue, and Second Street. Also, the lot directly west of the commercial lot across the flood channel is a drainage basin and does not meet the minimum lot width requirement. Because of the landscape theme for the project including an extensive landscape buffer, trail, and building setback on Pacific Avenue (minimum 82 feet), the project can qualify as an integrated industrial center and therefore the exemption of the other building setback requirements on the other streets, and the minimum lot width for the drainage basin mentioned.

Landscape Treatments and Buffers (Walls, Slopes, and Berms):

The landscaping buffer treatment around the project site is western-themed similar to the proposed architecture of the buildings. The primary entrance to the project will be on Mountain Avenue where an arched entryway similar to the Norco sign on Sixth Street is proposed. That main entry leads into the central intersection area where horse statues will adorn the corners. Smaller arched entries are proposed on the other two Mountain Avenue

entrances to the project north and south of the main entry. The project is conditioned so that artwork features are approved by the Planning Commission prior to the issuance of building permits. Similarly, a water tower entryway feature is proposed where First Street transitions to Lincoln Avenue at Parkridge Avenue and a stone accent wall is proposed in front of the detention basin on the southwest corner of Mountain Avenue and First Street. Both the water tower and stone wall features are also conditioned for final approval by the Planning Commission.

The project site rectangle (First, Pacific, Second, and Mountain) will be encircled with horse trails both for the extension of the trail system but also part of the design treatment to incorporate the western theme. As stated above the building setbacks are reduced along Second Street, Mountain Avenue, and First Street from the minimum requirements based on the overall landscape design and because the widths of the streets provides additional buffering. For Pacific Avenue, which is a local street with adjoining residential uses across the street, a proposed expanded buffer treatment is proposed. The street section will include a six-foot landscaped parkway (5.5' landscaping and .5' curb top) between the trail and the street on the project side of the street. After the 12-foot trail there will be 28'8" landscaped area that will include a six-foot high berm. At the top of the berm is a six-foot tubular steel fence. Industrial buildings will be set back a minimum of 82' from the right-of-way on Pacific Avenue.

For Second Street the landscape buffer is 25' wide and includes a 3' high berm after the 6' parkway and 12' trail. The minimum building setback along Second Street is 25'. Where there are no building faces there will be a 14' screen wall. For Mountain Avenue the landscape area after the parkway and trail is 18'6" with a 3' berm. The minimum building setback on Mountain Avenue is 22' with no parking and 74' where it includes parking. There are no walls or fencing proposed on Mountain Avenue. On First Street there is a minimum of 15' of landscaping after the parkway and trail with no berm, walls or fencing. The streetscape and buffer treatments for the commercial center will be processed and reviewed in conjunction with proposed development in the future.

Circulation and Street Improvements: The project site abuts Pacific Avenue, Second Street, Mountain Avenue (entire west side between First and Second Streets; and portions of the east side), and also First Street (north side between Pacific Avenue and Mountain Avenue; and portions of the south side). The developer is responsible for complete street improvements (both sides of the street) all around project site. This includes the north side of Second Street between Mountain Avenue and Pacific Avenue; the west side of Pacific Avenue between Second Street and the cul-de-sac terminus; and the portions of the south side of First Street and east side of Mountain Avenue where the property trust has ownership and the right-of-way (ROW) exists; or there is a clear path to obtain the right-of-way. Street improvements include trails on all four streets and a sidewalk on Mountain Avenue.

Pacific Avenue will be replaced within the existing 60-foot ROW with 36 feet of pavement for two lanes and a 12-foot horse trail on the project side of the street. Because of traffic impacts

Second Street is conditioned as part of the project to be replaced and improved to an 88-foot ROW with 64 feet of pavement and four lanes between Mountain Avenue and Pacific Avenue, and a 12-foot trail on the project side of the street. Mountain Avenue and First Street will be replaced within existing (or to be obtained) 88-foot ROW with 64 feet of paving and a 12-foot trail on the project side as well. There will be a six-foot landscaped parkway on Second Street and First Street between curb and the trail. On Mountain Avenue the landscaped parkway will be replaced with a sidewalk between curb and trail. All of the interior access aisles between the streets will be privately owned and maintained and the developer will be responsible for establishing an organization that will provide maintenance of trail, parkway landscaping, and sidewalk within the ROW adjacent to the project.

In addition to the street improvements described above the developer is responsible for the installation of traffic signals at Second Street and Mountain Avenue, and First Street and Mountain Avenue and at a mid-block location at the primary project entrance.

Landscaping: The Gateway Specific Plan requires 15% of the net site area to be landscaped, with twenty-five percent of that landscaping to be in the off-street parking areas. For 81.65 acres, 15% is 12.25 acres. The applicant is proposing 21.6 acres of landscaping which is 26.5 percent of the project area for Phases 1 and 2. Landscaping around the buildings would include irrigated trees and various low-water use shrubs and ground cover consistent with state requirements. Landscaping along public roadways include street trees, additional trees within the setback, shrubs, and groundcover.

Parking and Loading Spaces: All automobile and truck trailer parking is provided on site. It should be noted that future tenant improvements will need to adhere to the parking requirements of the Code, as amended, and tenant improvements cannot require more parking than what has been provided. Furthermore, required parking cannot be used for outdoor storage and all required parking must be accessible during business hours. The project is conditioned that no parking shall be allowed on public streets adjoining the project site and that the developer install appropriate signage to prohibit parking as approved by the City Engineer.

The applicant is seeking an amendment to update the Gateway Specific Plan's industrial/warehouse parking requirements to reflect the expected parking demands of a contemporary industrial business park with commercial and office uses. Since the Gateway Specific Plan was adopted in 1991, parking and parking standards have evolved to reflect improvements in warehousing and storage activities/uses, which have reduced demand on parking due to the use of fewer employees, automation, and multiple work shifts. A survey of adjacent City's demonstrate that a less restrictive parking ratio, those similar to the proposed amendment, are more than adequate.

The proposed amended parking standard would require a minimum of 1,800 parking spaces and the applicant is proposing 2,008 spaces. A comparison of the proposed new parking standard (GSP Amendment 14) to what is currently required in the GSP is shown below. The GSP standard was adopted in 1990 whereas the new proposed parking standard is more reflective of current technologies and development standards for industrial buildings.

Existing Specific Plan Parking Requirements		Proposed Specific Plan Parking Requirements	
Land Use	Parking Requirement	Land Use	Parking Requirement
Light Manufacturing & Light Industrial	1 space/400 square feet of gross floor area devoted to manufacturing plus 1 space for every 250 square feet of office floor area	Light Manufacturing & Light Industrial (assumes 15% max. GFA for office)	1 space/500 square feet of gross floor area; plus 1 tractor trailer space per 4 dock high doors
Warehouse	1 space for every 750 square feet of warehouse or storage floor area	Warehouse/Distribution Facility (assumes 15% max. GFA for office)	<ul style="list-style-type: none"> • 1 space/1,000 square feet of gross floor area for the first 20,000 sf • 1 space/2,000 square feet of gross floor area for that portion between 20,001 sf to 40,000 sf • 1 space/4,000 sf of gross floor area over 40,001 sf; plus 1 tractor-trailer space per 4 dock high doors
n/a	n/a	Multi-tenant Industrial Park (assumes 15% max. GFA for office)	1 space/400 square feet of gross floor area; plus 1 tractor trailer space per 4 dock high doors
GFA= Gross Floor Area			

Historical Resource: Of the 67 parcels surveyed within the project site area, three include structures meeting the definition of a Historical Resource and remain locally eligible for designation under Municipal Code Title 20 and under the criteria of the California Register of Historic Resources (CRHR). The Norco Egg Ranch, located at 1658 Mountain Avenue, is comprised of four contributing buildings: the Eisen's Residence, the Eisen's Garage, the original Egg Processing Building, and the modern Egg Processing Building. The period of significance for the property is 1956, when the ranch opened, through circa 1965, when the property was expanded and a modern 65,000 square foot Egg Processing Building was opened at the north end of the ranch. Eleven non-contributing structure are sited within the boundary of the ranch.

Despite the inconsistent values of contributing and non-contributing structures, the property appears to retain a sufficient degree of integrity to physically convey its identified significance under CRHR Criterion 1 for an association with poultry farming in Norco and under CRHR Criterion 2 for an association with Harry and Hilda Eisen, who were regarded as pioneers in

poultry farming and successful participants in the displaced persons retraining programs available to Holocaust survivors. The Historical Analysis Report prepared by Urbana Preservation & Planning had the following options for mitigation. Both options would require the approval of a Statement of Overriding Consideration as part of the EIR since the structures would be demolished:

1. Voluntary documentation of the Norco Egg Ranch according to Historic American Buildings Survey (HABS) Level II guidelines with the final HABS Level II package to be submitted to the National Park Service for inclusion in the digital archives of the Library of Congress, and to the City of Norco.
2. Installation of an on-site historical exhibit or signage detailing the historical appearance and uses at the property.

The staff report that went to the Historical Preservation Commission (HPC) had the following alternative options:

- Public option: the three buildings (house, garage, processing building) would be preserved and used for a museum purpose.
- Private option: the three buildings be maintained and owned by the developer with the house being rented as a residential use and incorporate the processing building into the business park.

During HPC discussion a third option was presented to move the residential building to another off-site location and demolish the garage and processing building. That motion died due to lack of a second. The HPC ultimately voted 2-1 to recommend the Private option.

Architecture Review (Gateway Specific Plan): The intent and purpose of architectural review is to ensure the development of the community in an orderly manner with compatible uses and appearances of structures within zones and Specific Plan areas, and within the natural rural environment, to stabilize and maintain property values and encourage preservation of desirable residential areas. In today's increasingly competitive industrial building market, building design has resulted in more architectural innovation and sophisticated developments. The Gateway Specific Plan places a strong emphasis on design standards to attract industrial development to the project area that is compatible with Norco's lifestyle and community theme. The proposed farmhouse vernacular on the buildings is designed to accomplish that. The Architectural Review Sub-committee reviewed the architecture and recommended changes that have been incorporated into the current design.

While encouraging the broadest possible range of individual and creative design/marketability, and without depriving a property owner of an efficient and full use of the property which is otherwise lawfully allowed, all applications shall be governed by the Architectural Review chapter of the Norco Municipal Code and the GSP. Architectural review is needed to assure that the nature and appearance of any use and development is

compatible and harmonious to the use and enjoyment of surrounding properties with consideration for the following:

CRITERIA FOR ARCHITECTURAL REVIEW AND APPROVAL.	HOW DOES THE PROJECT MEASURE UP TO THIS REVIEW CRITERIA?
How does the nature of the specific industrial use in a particular zone or geographic area balance with the functional design of the proposed structure and use.	This is part of the discretionary review of the Planning Commission. Staff believes the proposed buildings are designed to meet the functional use for manufacturing and/or warehousing facilities while retaining a Farmhouse architectural design that is compatible with adjacent land uses.
Site dimensions with relation to the proposed structure and the required function/utility thereof.	This is also part of the discretionary review of the Planning Commission. Staff believes the site plan is designed in accordance with lot development standards and the building configuration represents a highly functional industrial building layout.
Adequacy, conformity, and harmony of external design, colors, materials and architectural features with neighboring structures.	This is also part of the discretionary review of the Planning Commission. The Farmhouse architecture design, landscape design, building colors and office features are compatible with neighboring structures and were reviewed and approved by the City's ARC.
Adequacy, conformity, and harmony of the proposed improvement with existing or permitted improvements on neighboring sites. Compatibility with established design parameters.	This is also part of the discretionary review of the Planning Commission. Staff believes that the site and Architectural design, in total, represent a compatible design with neighboring development.

BUILDING ARCHITECTURE	HOW DOES THE PROJECT MEASURE UP TO THIS REVIEW CRITERIA?
Building architecture shall reflect a desired western theme and identity. Qualities that reflect the western theme can be described as rural, informal, traditional, rustic, and equestrian oriented.	Based on the function and purpose of the proposed manufacturing and warehouse use the Planning Commission shall determine if the proposed design features adequately reflect the desired western theme. The ARC has approved the revised elevations. The Farmhouse design, office treatments, window design, and proposed landscape design support this conclusion.

<p>A massive building is a quality that is considered inconsistent with a western theme.</p>	<p>This is part of the discretionary review of the Planning Commission. The applicant has taken precaution to reduce the buildings' mass along the project's perimeter through use of varying building heights, extended office features, and dense landscape setbacks. The ARC approved this site design and building architecture.</p>
<p>THE FOLLOWING BUILDING FORMS AND MASSING ELEMENTS SHALL BE CONSIDERED DURING THE ARCHITECTURAL REVIEW PROCESS:</p>	<p>DOES THE PROPOSED PROJECT MEET THESE CRITERIA?</p>
<p>Building height shall be limited to 35 feet unless a conditional use permit is approved allowing an increase in building height.</p>	<p>The applicant applied for a CUP to allow building heights up to 50 feet. This is part of the discretionary review of the Planning Commission or City Council. Based on the function and purpose of the proposed light manufacturing and warehouse uses it needs to be determined if the proposed design features adequately reflect the desired western theme even though the buildings exceed 35 feet. The M-1 zone and Gateway Specific Plan allow a height of 35 feet. The zoning standards allow the proposed taller building height for which the applicant has applied. The ARC has approved the revised elevations.</p>
<p>The basic building form shall be square or rectilinear, accentuated with a covered porch or walk.</p>	<p>Yes, the buildings are rectilinear and include canopies, trellis features and extended architectural elements over entryways.</p>
<p>Large buildings should be divided into smaller, distinct masses by horizontally staggering walls, changing the roof line, inserting windows and doors, and applying wood siding in different directions.</p>	<p>Yes, the buildings are designed with articulation both horizontally and vertically and windows have been incorporated. The tilt-up panels include brick inset materials, and simulated wood siding.</p>
<p>Flat silhouettes should be avoided. Buildings and building complexes should be of variable heights to add visual interest.</p>	<p>Yes, the proposed building elevations show variable heights and visual interest.</p>
<p>Right angles shall predominate over curved walls or arches.</p>	<p>There are no curved walls or arches proposed.</p>
<p>Massing, window patterns, support posts and roof forms shall be</p>	<p>Yes, the proposed doors and windows are symmetrically spaced along the building facades.</p>

symmetrical and/or symmetrically spaced.	
Openings in walls shall not exceed 40 percent of any wall surface.	Yes, the openings do not exceed 40% of the wall surfaces.
Expression of floor levels in structure and ornamentation is encouraged through the use of such features as second floor balconies, upper level windows and exterior staircases.	Yes, upper level windows.
PERMITTED MATERIALS	DOES THE PROJECT USE THESE MATERIALS?
Uniform materials and consistent style shall be reflected on all exterior elevations.	Yes, a consistent style will be used throughout the project.
The primary exterior material of the building shall appear to be wood siding or adobe. Plaster, river rock, flag stone, wrought iron, and brick may be used for architectural accent material only	Yes, the buildings consist of concrete tilt-up panels that include color and materials that reflect earth tones and provide accent treatments reflecting brick insets and wood siding.
Where wood is utilized in exterior elevations, it shall be pressure treated.	N/A
Roofs shall be constructed of metal, concrete or asphalt tiles that simulate wood shingle.	Yes, as shown in the building elevations, roofs shall be constructed of metal, concrete or asphalt tiles that simulate wood shingle.
Exterior siding, rafter tails, beams, posts, trim and decking may be constructed of rough sawn lumber.	No such building materials proposed.
The underside of eaves, porches and boardwalks shall be wood planking.	No eaves proposed.
Exterior paving materials for courtyards, patios, and other outdoor gathering areas may utilize brick, interlocking concrete pavers, quarry tile, fired pavers and stone.	N/A. The project is light manufacturing and no public outdoor gathering areas (outside of landscaping) are being proposed.
Chimneys shall be constructed of brick, except for wood burning stoves, in which case exposed flues are permitted.	No chimneys are proposed or allowed.

RESTRICTED/PROHIBITED MATERIALS	DOES THE PROJECT USE THESE MATERIALS?
Highly finished wood ornament.	No
Wood lattice.	No
Metal with a shiny surface, standing seam metal roof OK.	No
The use of vinyl, Masonite, and aluminum siding may be used when they are simulated to look like wood.	No
Porcelain, plastic, and other manufactured materials.	No
Exposed metal columns.	No
Prefabricated metal stairs.	No
Asphalt courtyards, patios.	No
PERMITTED COLORS	DOES THE PROJECT USE THESE COLORS?
Stains on unpainted wood.	N/A
Earth tones.	Yes, as shown in the proposed building elevations various shades of tan and brown will be utilized.
Darker and lighter shades for ornamentation.	Yes, as shown in the proposed building elevations trim will be painted white for ornamentation.
Gutters, downspouts, etc. to match walls.	Yes, as shown in the proposed building elevations any such additional features will be colored to match the exterior walls.
RESTRICTED/PROHIBITED COLORS	DOES THE PROJECT USE THESE COLORS?
Barn red limited to barn-like structures.	No
Bright primary colors.	No
More than one accent color.	No
Fluorescent colors.	No
OTHER STYLE/DETAILING ELEMENTS AND FAÇADE DETAILING FOR CONSIDERATION	DOES THE PROJECT USE THESE ELEMENTS?
Post and beam construction, knee bracing, balconies, wood ornamentation, decorative elements (weather vanes, windmills, etc.), plaster, horizontal siding or	This is at the discretion of the Planning Commission given the function and purposed of the proposed buildings. The buildings consist of concrete tilt-up panels that include color and materials that reflect earth tones and provide

board and batten siding.	accent treatments reflecting wood and brick.
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Site Plan Analysis per NMC Chapter 18.40 (Site Plan): The intent of a site plan analysis is to provide for development of property in accordance with the general purpose of the Zoning Ordinance, as well as determine compliance with the property development standards. It is further intended to provide for the review of those developmental qualities which are not subject to precise statement; all as a part of the City's desire to maintain its unique rural environment and atmosphere. The table below lists the required information for a site plan analysis:

CONTENT OF A SITE PLAN (18.40.08)		IS THE INFORMATION PROVIDED ON THE SITE PLAN?
1-6	Lot Dimensions; existing and proposed buildings; yards and spaces; walls, fences, landscaping, and irrigation; off-street parking and internal circulation for cars, horses (as applicable), and pedestrians.	YES
7	All existing and proposed signs, including the location, size, height, location and nature of supports and material composition of sign and supports.	NO (under separate application later)
8	All existing and proposed loading zones and internal circulation for loading vehicles	YES
9	All existing and proposed lighting, including the location and general nature of both offsite and onsite lighting; the proposed intensity thereof and diffusion thereof.	NO (under separate application later)
10	All existing and proposed street or trail dedications, and improvements thereon, including the location, and nature of street or trail improvements.	YES
11	All existing and proposed outdoor and indoor storage activities, including but not limited to the nature of such storage, its location, proposed height and type of screening for such including the design and material composition thereof.	N/A
12	All existing and proposed drainage and grading onsite and offsite, including the location of the drains, their type and dimensions.	YES
13	All existing and proposed waste disposal facilities, including the results of any percolation tests for on-site septic tank use.	N/A Project will be

		connected to City sewer system.
14	Such other data as may be required by the Planning Director to enable the Planning Commission or City Council to make a proper review and take action thereon.	N/A (none required at this time)
	PROCEDURE FOR SITE PLAN REVIEW AND APPROVAL (18.40.10.)*	IS INFORMATION AVAILABLE FOR PC DECISION?
	* Site Plan review procedures are superseded by CUP procedures that require a public hearing.	YES (see explanation)
	FACTORS TO CONSIDER IN SITE PLAN REVIEW (18.40.10; 5)*	
	(a) Compliance with all applicable requirements of the zoning ordinance. * Minimum zoning requirements are met for the Gateway Specific Plan Industrial and Commercial districts if approved. The Planning Commission (PC) has discretion to determine if the project meets the intent and purpose of an integrated industrial development where the project can be exempted from minimum building setback requirements.	YES (see explanation)
	(b) Overall site design and architectural quality insofar as it relates to the intent and purpose of the Gateway Specific Plan, and to the general nature of the area in which the development is to be located.	YES (PC discretion)
	(c) If a Variance or Conditional Use Permit is being considered, a site plan review shall be for the purpose of determining compliance with the circumstances necessitating said Variance or Conditional Use Permit in addition to those otherwise required by this Ordinance.	YES (PC discretion)

NMC CHAPTER 18.45 (CUP): The NMC states: *“The purpose of the CUP is to review the location, site development, and/or conduct of certain land uses (and buildings). These are uses which generally have a unique and distinct impact on the area in which they are located, or are capable of creating special problems for adjacent properties unless given special review and special conditions. A Conditional Use Permit may be granted at the discretion of the Planning Commission, and is not the automatic right of any applicant.”*

The CUP application requires certain information from the applicant so that the Planning Commission can perform its duties. The table below lists the required information and whether that information was provided:

CUP APPLICATION REQUIREMENTS (18.45.06)		DID THE APPLICANT PROVIDE THE INFORMATION?
1,2	The name and address of the applicant; evidence of ownership and/or permission to make application; legal description; fees.	YES
3	Nine (9) copies of a Site Plan, containing all the information required by Section 18.40.08 (CONTENT OF A SITE PLAN).	See Site Plan analysis above
4	Such other information as the Planning Commission or City Council may require, including but not limited to market studies, design studies, engineering studies, and evidence of the ability and intention of the applicant to proceed with construction in accordance with approved plans within one year from the approval of the Conditional Use Permit. (see explanations below*) * Fiscal Impact Analysis provided. Engineering Studies: Technical studies in support of the EIR were provided. Any needed additional studies will be provided with the submittal of subsequent plans per the conditions of approval.	YES* (see explanation) ←
5	Responsibility for Accuracy. The applicant shall be solely responsible for the accuracy of information submitted as part of his application. Submission of inaccurate plans, legal descriptions, surrounding property owners list, and other information shall be cause for invalidation of all actions regarding his petition.	YES
6	Such applications shall be numbered consecutively in the order of their filing and shall become a part of the permanent official records of the City, and there shall be attached to each such application copies of all reports, notices and actions pertaining thereto.	YES
	18.45.08. The Commission or Council shall cause to be made such investigation of facts bearing on the application for a Conditional Use Permit as will provide necessary information to assure that the action on each such application is consistent with the intent and purpose of this Ordinance.	PC Discretion
	18.45.10. In considering the Conditional Use Permit application, the Commission or Council, shall review the	See Site Plan analysis above

<p>proposed plans under the terms and criteria of Chapter 18.40 (SITE PLAN REVIEW), and Chapter 18.41 (ARCHITECTURAL REVIEW) if applicable.</p>	
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CUP Findings: The Planning Commission or City Council has discretion to approve, change, or deny a conditional use permit. From the Governor’s Office of Planning and Research (OPR) a CUP allows the Planning Commission to consider special uses which may be essential or desirable to a particular community, but which are not allowed as a matter of right within a zoning district. That decision is required to be made through a public hearing process. A CUP can provide flexibility within a zoning ordinance and is also used to control certain uses which could have a detrimental effect on the community.

Chapter 18.45 of the NMC requires the following findings to approve a CUP:

The Commission in granting a Conditional Use Permit may establish conditions under which a lot or parcel of land may be used or a building erected and/or altered, or make requirements as to right of-way dedications, architecture, height of building, open spaces, parking areas, and conditions of operation of any enterprise or make any requirements that the Commission may consider necessary to prevent damage or prejudice to adjacent properties, or detriment to the welfare of the community.

Before a Conditional Use Permit may be granted, the Commission or Council shall make a finding from the evidence as submitted, that all four of the following conditions exist in reference to the property being considered:

CONDITIONS NECESSARY TO GRANTING A CUP (18.45.14)	CAN THIS FINDING BE MADE FOR THIS PROJECT?
<p>1 The requested Conditional Use Permit will not adversely affect the General Plan or the public convenience or general welfare of persons residing or working in the neighborhood thereof.</p>	<p>The project meets the minimum development standards for an integrated industrial park, and the Commission and Council need to determine if the proposed uses and structures meet the intent of the GSP Industrial and Commercial Districts “to facilitate the economic development of the City.”</p>
<p>2 The requested use will not adversely affect the adjoining land uses and the growth and development of the area in which it is proposed to be located.</p>	<p>The project was analyzed per CEQA and an Environmental Impact Report (EIR) was prepared. The Commission and Council need to determine if the proposed project satisfies the conclusions and mitigations of the EIR including a Statement of Overriding</p>

		Consideration and Mitigation Monitoring Report so that impacts from project development are addressed accordingly.
3	The size and shape of the site proposed for the use is adequate to allow the full development of the proposed use in a manner not detrimental to the particular area.	The project meets minimum lot size requirements. The Commission and Council need to determine that Findings 1 and 2 can be made so that this finding can be made also.
4	The traffic generated by the proposed use will not impose an undue burden upon the streets and highways in the area.	Project development will result in traffic impacts and the EIR has provided mitigation measures to reduce impacts, however, impacts will remain significant and unavoidable and a Statement of Overriding Consideration is included as part of the Final EIR.

Project Review:

The project was presented at three neighborhood meetings and at two service organization meetings. In addition the project was reviewed by the following commissions and committees:

Project Review Board on December 14, 2017

Streets, Trails, and Utilities Commission on February 7, 2018 and December 2, 2019

Architectural Review Subcommittee

Historical Preservation Commission (HPC)

The conclusions and official recommendations from the various meetings have been incorporated into the project or have been added as conditions of approval with the exception of the recommendation of the HPC that recommended preservation of the Eisen residence, garage, and original egg processing building (see Cultural Resource Discussion).

Environmental Impact Analysis per the California Environmental Quality Act (CEQA): An EIR was prepared to evaluate potential impacts resulting from project development. The following categories were found to have potential impacts and were assessed within the EIR. Project approval will include approval of the Final EIR for all four phases of development as being compliant with CEQA. CEQA allows for a larger project analysis and scope for the purposes of analyzing environmental effects for future anticipated development.

Aesthetics	Geology and Soils	Noise
Air Quality	Greenhouse Gas Emissions	Public Services
Biological Resources	Hazards/Hazardous Mat.	Traffic/Transportation
Cultural Resources	Hydrology/Water Quality	Tribal Cultural Resources
Energy	Land Use/Planning	Utilities/Service Systems

The project EIR analyzes the impact of construction and operation of the entire Palomino Business Park project on 110 net acre project site with up to 35 industrial buildings, 3 water quality control basins, and a 3-acre commercial lot. As discussed, the project will be developed in phases. Phases 1 and 2 are west of Mountain Avenue, Phase 3 is for the property east of Mountain Avenue, and Phase 4 is the 3-acre commercial site. The entitlements being sought with the project proposal addressed in this staff report are for Phases 1 and 2 for the development of 18 industrial buildings and 3 water quality control basins on 81.65 acres.

The Final EIR includes a Statement of Overriding Consideration for traffic impacts, air quality impacts, land use and planning impacts, and cultural resource impacts because after mitigations the impacts cannot be feasibly mitigated to levels that would be considered “less-than-significant”; but the benefits of the project outweigh the increased impacts.

Discussion and conclusions for each of the categories is summarized below.

Aesthetics. *No Impact/Less Than Significant Impact.* Project site is not located on a scenic highway and does not propose elements affecting scenic resources or vistas. Long-distance background views of the San Gabriel, Santa Ana Mountains, Norco Hills, and Chino Hills can be seen from east-west roadway corridors in the Project vicinity (First Street and Second Street) and north-south roadway corridors (Pacific Street and Mountain Avenue) are visible to motorists travelling on Pacific Avenue and Mountain Avenue. In addition, intermittent long-range views of the mountains can be seen across the Project site in between existing buildings, fencing, and trees, from the surrounding roadways.

Air Quality. *Significant and Unavoidable.* The Project would not conflict with or obstruct implementation of the South Coast Air Quality Management District 2016 AQMP. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG’s regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG’s regional forecast projections, and thus also with the AQMP growth projections.

Construction of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Operation of the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable

federal or state ambient air quality standard. The EIR shows that net emissions from the Project would exceed regional operational thresholds of significance established by the SCAQMD for emissions of VOC and NO_x. As a result, Mitigation Measure AQ-2 would be implemented, which would require heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds have a 2010 model year engine or newer or be equipped with a particulate matter trap. Mitigation Measure AQ-4 would be implemented to install signs at loading dock facilities that restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged. Mitigation Measure AQ-5 requires electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building; and Mitigation Measure AQ-6 requires that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. However, despite the incorporation of these mitigation measures, impacts would remain significant and unavoidable.

Biological Resources. *Less Than Significant Impact with Mitigations.* The Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The Project site contains two earthen ephemeral drainage features. Drainage 1 is 1,098 linear feet and contains approximately 0.08 acre of USACE jurisdictional of non-wetland waters and 0.14 acre of CDFW jurisdictional area that does not include riparian vegetation. Drainage 2 is 1,894 linear feet and contains 0.71 acre of USACE non-wetland waters and 0.02 acre of CDFW riparian vegetation. No wetlands, however, were identified in the jurisdictional delineation that was prepared for the Project, and the Project would not have any impacts to state or federally protected wetlands, including vernal pools or marsh areas.

The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No special-status plants were detected on the Project site or within off-site areas affected by the Project, and no suitable habitat for special-status plant species was detected. Therefore, impacts related to special status plant species would not occur from implementation of the proposed Project.

Cultural Resources. *Significant and unavoidable.* The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. The Cultural Resources Assessment identified 8 prehistoric resources within one mile of the Project area. Because of the long history of human occupation in the Norco area, Mitigation Measure CUL-2 has been included to mitigate the potential impacts of inadvertent discoveries of potential resources during construction activities. With implementation of Mitigation Measure CUL-2, impacts

related to a substantial adverse change in the significance of an archaeological resource would be less than significant.

The Project would cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. The Historical Resource Analysis Report (Urbana 2019) determined that the Norco Egg Ranch meets the definition of an historical resource and is locally eligible for designation under Municipal Code Title 20 and under the criteria of the CRHR.

Demolition or removal of the Norco Egg Ranch, specifically its Contributing Structures: the Eisen Residence, the Eisen Residence Garage, the original Egg Processing Building, and the modern Egg Processing Building, would result in a significant impact to an historical resource. Preservation of the Contributing Structures and the Norco Egg Ranch is not feasible for a number of reasons. As a result, Mitigation Measure CUL-1 and Mitigation Measure CUL-3 are included. However, demolition of a historical resource cannot be mitigated to a less-than-significant level. Therefore, impacts related to Norco Egg Ranch would remain significant and unavoidable after implementation of Mitigation Measure CUL-1 and Mitigation Measure CUL-3.

Energy. *Less Than Significant Impact with Mitigations.* The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Construction activities related to the proposed business park buildings and the associated infrastructure is not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Demolition of structures onsite would occur, but because the existing onsite development is limited and much of the demolition materials can be recycled, the demolition needed to implement the proposed Project is not considered to be wasteful. In addition, the extent of construction activities that would occur from implementation of the proposed Project is limited.

Geology and Soils. *Less Than Significant Impact.* The Project would not result in substantial soil erosion or the loss of topsoil. All projects in the City are required to conform to the permit requirements, which includes installation of Best Management Practices (BMPs) in compliance with the RWQCB permit, which establishes minimum stormwater management requirements and controls that are required to be implemented for the proposed Project. To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer). With compliance with the City's Municipal Code, RWQCB requirements, and the BMPs in the SWPPP that is required to be prepared to implement the Project, construction impacts related to erosion and loss of topsoil would be less than significant.

Greenhouse Gas (GHG) Emissions. *Less Than Significant Impact.* The Project would not generate Greenhouse Gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. The Project's construction and operational GHG emissions would generate an increase of 54,039.84 MTCO_{2e} per year from mobile sources, and additional operational emissions mostly due to energy consumption, as listed in Draft EIR Table 5.7-2. The Project would incorporate a number of sustainable design features that would reduce GHG emissions, which are provided in the Project description. There are no feasible Project measures that would reduce vehicular emissions, and more than 59 percent of all GHG emissions (by weight) would be generated by Project mobile sources (vehicle trips). Neither the Project Applicant nor the Lead Agency (City of Norco) can substantively or materially affect reductions in Project mobile-source emissions.

Because the City does not have an applicable adopted threshold related to the quantification of GHG emissions and the Project would be in compliance with GHG-related regulatory requirements and included sustainable design features, the Project generated GHG emissions would be less than significant. The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Hazards and Hazardous Materials. *Less Than Significant Impact.* The Project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. Phase I Environmental Site Assessment determined that although the site has a history of various uses the Project area is not located on or near by a site which is included on a list of hazardous materials sites. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project.

Hydrology and Water Quality. *Less Than Significant Impact.* The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the Basin. The majority of the City of Norco, including the Project area, overlies the Temescal Groundwater Basin, and approximately 15.9 percent of the City's groundwater supplies are from Norco's Temescal groundwater basin wells. The City's Urban Water Management Plan (UWMP) shows that the anticipated production of groundwater would remain steady from 2025 through 2040 as detailed in Draft EIR.

The supply of water would be sufficient during both normal years and multiple dry year conditions between 2020 and 2040 to meet all of the City's estimated needs, which includes the proposed Project. Therefore, the Project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies.

The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Demolition of existing structures, removal of existing contaminated soils, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality. The use of BMPs during construction implemented as part of a SWPPP as required by the NPDES General Construction Permit and the City's Municipal Code Chapter 15.70 would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Land Use and Planning. *Significant and Unavoidable.* The Project would cause a significant environmental impact due to conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As detailed in Draft EIR Section 5.10, *Land Use and Planning*, the proposed Project has been prepared in conformance with the goals and policies of the City of Norco General Plan. The proposed Project would be consistent with most of the applicable General Plan policies; however, the Project would conflict with policies related to preservation and rehabilitation of historic resources and significant impacts related to historic resources would occur, as detailed in Draft EIR Table 5.10-4. As a result, a significant and unavoidable impact related to a conflict with a General Plan policy that was adopted for the purpose of avoiding or mitigating an environmental effect would occur.

Noise. *Less Than Significant with Mitigation.* The Project would not result in the generation of excessive groundborne vibration or ground-borne noise levels. The proposed Project would generate ground vibration during construction activities from the use of heavy construction equipment and trucks. At distances ranging from 50 to 152 feet from Project construction activities, construction vibration velocity levels are expected to approach 0.03 in/sec PPV, which is below the threshold of 0.04 in/sec PPV and would not result in damage to nearby residences. Furthermore, these levels of vibration would only occur for short-term intermittent times near sensitive receptors. Therefore, impacts related to construction vibration would be less than significant.

The Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Operational noise levels that are estimated to occur from operation of the Project at the closest sensitive receiver locations, which would range from 29.1 to 49.7 dBA Lmax, which would be within the 55 dBA Leq daytime noise standard. However, it would exceed the nighttime standard of 45 dBA. Mitigation has been included to require 10-foot high barriers at the Project site boundary. Mitigated daytime operational noise levels would range from 29.1 to 44.8 dBA Leq and mitigated

nighttime operational noise levels would range from 29.1 to 44.8 dBA Leq, which would not exceed the City's noise standards. With implementation of mitigation, impacts would be less than significant.

Public Service, Fire and Sheriffs. *Less Than Significant Impact.* The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities to maintain acceptable service ratios and response times or other performance objectives for fire protection services. Implementation of the Project would result in additional calls for fire department services, which would increase needs for fire department staffing and equipment, however, the proposed structures would be constructed from non-flammable concrete and cement. The City's Building Division and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the project, and the Fire Department would complete an inspection of all new structures before approval of occupancy permits to ensure that all fire safety features are installed appropriately.

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police service facilities to maintain acceptable service ratios and response times or other performance objectives for police services. Implementation of the Project would result in the addition of employees and potentially valuable goods within the Project area, which could result in an increase in calls for law enforcement services. However, the proposed Project would include installation of security features to reduce the potential for crime, such as the provision of low-intensity security lighting in parking areas and adjacent to buildings structure security.

Transportation. *Significant and Unavoidable.* The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The Project would be accessed by primarily by Mountain Avenue, with a smaller right-in/right-out driveway along First Street. The Project would also not increase any hazards related to a design feature. The Traffic Study evaluated the proposed truck access driveways to ensure that they can accommodate the wide turning radius of the heavy trucks. All proposed Project improvements would be required to be installed in conformance with City design standards. The Project would not result in inadequate emergency access.

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As detailed in Draft EIR Section 5.13, *Transportation*, the proposed Project would result in traffic impacts within the City of Norco and on Caltrans facilities. The EIR has provided mitigation measures that would reduce the impacts of the proposed Project, however, impacts would remain significant and unavoidable.

Tribal Cultural Resources. *Less Than Significant Impact with Mitigation.* The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Tribal Cultural Resources (TCRs) are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). The City sent letters to 15 Native American representatives in August 2019, notifying them of the proposed project in accordance with AB 52. No information regarding potential impacts on TCRs was submitted and no sites were documented in NAHC's Sacred Lands File search conducted for the USGS quadrangle that encompasses the Plan Area. Finally, no substantial evidence was received as part of the Cultural Resources Assessment. Therefore, impacts to TCRs are not anticipated to be significant as a result of implementation of the Project.

Utilities and Service Systems. *Less Than Significant Impact.* The Project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities. The Project would install new onsite sewers to serve each of the new buildings and would connect to the existing 8-inch sewer lines that are located within Mountain Avenue, First Street, and Second Street. The Project is anticipated to require 180,117 gpd (0.18 mgd) of water for indoor uses. The addition of 180,117 gpd (0.18 mgd) from operation of the proposed Project would not require or result in construction of new wastewater treatment facilities or expansion of existing facilities. The project will be required to upgrade existing water lines as needed.

Attachments

Resolution 2020-03 (Final EIR)
Resolution 2020-04 (Site Plan 2017-15)
Resolution 2020-05 (CUP 2019-11)
Resolution 2020-06 (SP 90-01, Amd. 14)
Resolution 2020-07 (TTM 37681)
Exhibit "A" – Location Map.
Exhibit "B" – Site Plan.
Exhibit "C" – TTM 37681.
Exhibit "D" – Preliminary Landscape Plan Phases I and II.
(page 17, of Exhibit G)
Exhibit "E" – Building Elevations, Mountain, Pacific, Second.
Exhibit "F" – Environmental Impact Report:
Final EIR (hard copy attached)
Draft EIR (disc)
Exhibit "G" – Reduced Exhibits Reference Booklet

RESOLUTION 2020-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NORCO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL CERTIFY THE DRAFT FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PALOMINO BUSINESS PARK (STATE CLEARINGHOUSE NO. 2019039132)

WHEREAS, CapRock Acquisitions LLC submitted a series of development applications to the City of Norco, California requesting approval of an Amendment to the Gateway Specific Plan to update and modernize the parking requirements; Conditional Use Permit (“CUP”) to address building heights; Site Plan Review to address the site design; and, a Tentative Tract Map for the subdivision of the approximately 110-acre site (Proposed Project) for the development of 18 industrial buildings totaling approximately 1,445,125 square feet and a commercial lot that could accommodate up to 21,410 square feet of commercial, as well as on-site and off-site infrastructure improvements, located south of Second Street, east of Pacific Avenue, both north and south of First Street, and either west of or bisected by Mountain Avenue within the Gateway Specific Plan area (collectively, the “Proposed Project”); and

WHEREAS, the City is the lead agency under the California Environmental Quality Act (“CEQA”), for the Proposed Project; and

WHEREAS, in accordance with Section 15063 of the CEQA Guidelines, the City of Norco prepared an Initial Study for the Proposed Project and distributed it, along with the Notice of Preparation (“NOP”) to responsible and interested agencies and key interest groups for comment for a 30-day public review period from March 22, 2019, through April 22, 2019; and

WHEREAS, the City conducted a scoping meeting on April 18, 2019 at Norco City Hall in which the public was invited by the City to participate and provide comments on the scope of the environmental analysis; and

WHEREAS, pursuant to the Initial Study prepared for the Proposed Project and in recognition of the comments received in response to the NOP and scoping meeting, the City prepared a Draft Environmental Impact Report, dated November 2019 (“DEIR”); and

WHEREAS, a Notice of Availability for the DEIR was filed with the State Clearinghouse, published in the Daily Bulletin, and posted at the Riverside County Clerk-Recorder’s office notifying the public that the DEIR would be available for a 45-day public review period from November 18, 2019 to January 2, 2020; and

WHEREAS, a Notice of Availability for the Recirculated Section of the DEIR was filed with the State Clearinghouse and posted at the Riverside County Clerk-Recorder’s office notifying the public that the a single section (Section 5.14, Tribal Cultural Resources) of DEIR would be available for a 45-day public review period from December 27, 2019 to February 10, 2020; and

WHEREAS, during the public review period, the City received comment letters on the DEIR; and

WHEREAS, in accordance with the requirements of CEQA, full and complete responses to those comments received during the public review period were prepared and are included in the Final EIR (“FEIR”); and

WHEREAS, all the information comprising the FEIR is on file at the Norco City Hall, 2870 Clark Avenue, Norco, CA 92860; and

WHEREAS, the FEIR is comprised of (i) the DEIR, (ii) the Responses to Comments which includes a list of persons, organizations and public agencies commenting on the DEIR along with the letters and emails received from such commenters, public meeting testimony and corresponding responses to comments, (iii) any revisions to the DEIR reflecting changes made in response to comments and other information as detailed in the Response to Comments; and (iv) all attachments and documents incorporated by reference into the DEIR; and (v) a mitigation monitoring program, and (vii) a Statement of overriding considerations is provided to the Planning Commission as Exhibit B and incorporated by reference;

WHEREAS, the FEIR has been completed in compliance with CEQA (California Public Resources Code, Sections 21000 *et seq.*) and the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*) (“CEQA Guidelines”) and is a Project EIR as defined by CEQA Guidelines Section 15161, and as such addressed the potentially significant environmental impacts associated with the Proposed Project, as well as the impacts anticipated from subsequent implementing steps in the chain of contemplated actions designed to carry out the final planning and development of the Proposed Project; and

WHEREAS, in accordance with CEQA Section 21081, findings have been prepared with respect to each significant effect that was analyzed in the FEIR, a copy of which is attached hereto as **Exhibit A** and incorporated herein by reference;

WHEREAS, because the FEIR identified that the Proposed Project, even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, and no feasible mitigation measures or alternatives are available to mitigate the potentially significant impacts, in accordance with CEQA Section 21081(b) CEQA Guidelines Section 15093 the City has identified the specific reasons to support its action in a Statement of Overriding Considerations which is included in the findings attached hereto **as Exhibit A**; and

WHEREAS, as required by California Public Resources Code Section 21081.6, a Mitigation Monitoring and Reporting Program (“MMRP”) has been prepared identifying Mitigation Measures (“MM(s)”) and Standard Conditions (“SC(s)”), all of which have been identified as measures to reduce potential adverse significant impacts; and

WHEREAS, the principal purpose of the MMRP is to ensure that the mitigation measures identified in the FEIR are implemented and monitored for compliance during subsequent planning stages and, ultimately, during project implementation for the Proposed Project that is approved by the City; and

WHEREAS, a copy of the MMRP is attached hereto as **Exhibit B** and incorporated herein by reference; and

WHEREAS, the Planning Commission conducted a legally noticed public hearing on March 13, 2020 regarding the FEIR and the Proposed Project;

NOW, THEREFORE, the Planning Commission of the City of Norco does hereby make the following FINDINGS AND DETERMINATION:

1. The Planning Commission recommends that the City Council certify the FEIR as complete and adequate in that it addresses all environmental effects of the Proposed Project and fully complies with the requirements of CEQA and the CEQA Guidelines, and reflects the City's independent judgment and analysis.

2. The Planning Commission further recommends that should the City Council approve the Proposed Project, it shall adopt the Findings set forth in **Exhibit A** and the MMRP set forth in **Exhibit B** and prepared for the Proposed Project.

3. All the information comprising the FEIR on file with the City at Norco City Hall, 2870 Clark Avenue, Norco, CA 92860, California.

PASSED AND ADOPTED by the Planning Commission at a regular meeting held May 13, 2020.

Phil Jaffarian, Chair
Planning Commission
City of Norco, California

ATTEST:

Steve King, Secretary
Planning Commission
City of Norco, California

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Norco at a regular adjourned meeting thereof held on May 13, 2020 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Steve King, Secretary
Planning Commission
City of Norco, California

EXHIBIT A

FINDINGS AND FACTS IN SUPPORT OF FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PALOMINO BUSINESS PARK NORCO, CALIFORNIA STATE CLEARINGHOUSE NO. 2019039132

1. INTRODUCTION

The California Environmental Quality Act, Public Resources Code Section 21000 et seq. and the State CEQA Guidelines, 14 Cal. Code of Regs. Section 15000 et seq. (collectively, CEQA) require that a public agency consider the environmental impacts of a project before a project is approved and make specific findings. CEQA Guidelines Section 15091, implementing CEQA Section 21081, provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA Guidelines Section 15093 further provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) Where the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed and considered the Draft Environmental Impact Report (DEIR) and the Final Environmental Impact Report (FEIR) for the Palomino Business Park Project, SCH No. 2019039132 (collectively, the EIR), as well as all other information in the record of proceedings on this matter, the following Findings and Facts in Support of Findings (Findings) and Statement of Overriding Considerations (SOC) are hereby adopted by the City of Norco (City) in its capacity as the CEQA Lead Agency.

These Findings set forth the environmental basis for the discretionary actions to be undertaken by the City for the development of the Project. These actions include the approval of an Amendment to the City’s Gateway Specific Plan, approval of a Conditional Use Permit (CUP), a Tentative Tract Map (TTM), Site Plan Review, and a Development Agreement. These actions are collectively referred to herein as the Project.

A. Document Format

These Findings have been organized into the following sections:

Section 1 provides an introduction to these Findings.

Section 2 provides a summary of the Project and overview of the discretionary actions required for approval of the Project, and a statement of the Project’s objectives.

Section 3 provides a summary of previous environmental reviews related to the Project area that took place prior to the environmental review done specifically for the Project, and a summary of public participation in the environmental review for the Project.

Section 4 sets forth findings regarding environmental impacts identified in the EIR which were determined not to be significant.

Section 5 sets forth findings regarding environmental impacts identified in the EIR which can feasibly be mitigated to a less than significant level through the imposition of project design features, plans, programs, and policies, and/or mitigation measures. In order to ensure compliance and implementation, all of these measures are included in the Mitigation Monitoring and Reporting Program (MMRP) for the Project which shall be adopted by the City together with these Findings in accordance with CEQA Section 21081.6. Where potentially significant impacts can be reduced to less than significant levels through adherence to project design features and plans, programs, and policies, these findings specify how those impacts were reduced to an acceptable level.

Section 6 sets forth findings regarding those significant environmental impacts identified in the EIR which will or which may result from the Project and which the City has determined cannot feasibly be mitigated to a less than significant level.

Section 7 sets forth findings regarding growth inducement.

Section 8 sets forth findings regarding significant and unavoidable effects.

Section 9 sets forth findings regarding alternatives to the proposed Project.

Section 10 consists of a Statement of Overriding Considerations which sets forth the City's reasons for finding that specific economic, legal, social, technological, and other considerations associated with the Project outweigh the Project's potential unavoidable environmental effects.

B. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the Project are located at the Norco City Hall, City Clerk's Office, 2870 Clark Avenue, Norco, CA 92860. The City of Norco is the custodian of the administrative record for the Project.

2. PROJECT SUMMARY

A. Project Location

The Project site is located in the southwestern portion of the City of Norco. The 110-acre Project site is comprised of 65 parcels, located south of Second Street, east of Pacific Avenue, both north of and south by First Street and either west of or bisected by Mountain Avenue within the Gateway Specific Plan (GSP) area.

B. Project Description

Development Plan

The Palomino Business Park Project would demolish the existing residential and industrial warehouse structures on the Project site and construct 35 industrial business park buildings totaling approximately 1,980,335 square feet, and 3 commercial buildings that would total 21,410 square feet, as shown in Table 3-2 of the Draft EIR and provided below.

Summary of Proposed Development

	Buildings	Proposed Use	Proposed SF	Planned Operations
Phase 1	1-18	Business Park Industrial	1,456,075	2021-2022
	A, B, C	Commercial	21,410	
Phase 2	19-36	Business Park Industrial	524,260	2022
Analytical Buffer			48,255	
Total			2,050,000	

As shown in Draft EIR Figure 3-4, *Conceptual Site Plan*, the estimated size of the proposed industrial buildings ranges from approximately 9,000 square feet to 158,000 square feet and the commercial buildings range in size from 4,000 square feet to 13,000 square feet. A summary of building square footages is provided in Draft EIR Table 3-3 and shown in Draft EIR Figure 3-5, *Tentative Tract Map, Phase 1* and Draft EIR Figure 3-6, *Tentative Tract Map, Phase 2*.

The industrial buildings would have a maximum height ranging from 35 feet to 50-feet. The Project includes a Specific Plan Amendment to provide a 15-foot height increase to allow for flexibility in final building design for the larger buildings, located in the interior of the site, and to accommodate architectural treatments such as roof parapets. See Draft EIR Figure 3-7A, *Pacific Avenue Building Elevations*, Draft EIR Figure 3-7B, *Mountain Avenue Elevations*, and Draft EIR Figure 3-7C *Second Street Elevations*.

Three commercial buildings are proposed on the northwest corner of First Street and Mountain Avenue. As show in Draft EIR Figure 3-8, *Conceptual Commercial Buildings Site Plan* the commercial buildings would include 13,040 square feet of retail, including 6,520 square feet of fast-food restaurant uses without drive-through window and 4,275 square feet of fast-food restaurant with drive-through window. In addition, a 12-vehicle fueling position gas station with a 4,095 square foot convenience market is proposed. The commercial buildings would have a maximum height of 35 feet.

The Draft EIR analyzed 602,130 square feet of warehousing/distribution, 1,426,460 square feet of industrial park, with refrigeration and 21,410 of commercial uses. Although Phase I will precede Phase 2 in terms of construction, for purposes of impact analysis, the EIR conservatively assumed the buildout of Phase 1 and Phase 2 would occur concurrently and assumes both Phases would be developed and operational by 2022.

Circulation and Street Improvements

Site Access

Mountain Avenue is a north-south roadway that bisects the Project site. Access to the Project site would be provided by 11 driveways along Mountain Avenue. Five driveways would provide access to Phase I on the west side of Mountain Avenue and four driveways would provide access to Phase 2, on the east side of Mountain Avenue. Two driveways are proposed on First Street and one driveway that provides right-in, right-out access for passenger cars only, is located on Second Street, on the east side of Mountain Avenue. There are no driveways and there is no vehicle access from the Project site to Pacific Avenue. Driveway locations are depicted in Draft EIR Figure 3-9, *Conceptual Circulation Plan*.

Street and Equestrian Trail Improvements

The Project includes the following street and vehicular circulation improvements (project design features) that would be completed in compliance with applicable City of Norco standards:

- Improve Pacific Avenue from the Project's northern boundary to its southern boundary at its ultimate half-section width along the Project's frontage as a local street (60-foot right-of-way). The Project will also accommodate the right-of-way for a future planned equestrian trail along the western side of Pacific Avenue.
- Improve Mountain Avenue from Second Street to the Project's southern boundary to its ultimate full-section width as a collector street (88-foot right-of-way) and at its ultimate half-section width between the Project's southern boundary to First Street.
- Improve Second Street from the Project's western boundary to the Project's eastern boundary at its ultimate half-section width as a collector street (88-foot right-of-way).
- Improve First Street from the Project's western boundary to Mountain Avenue at its ultimate half-section width as a collector street (88-foot right-of-way).
- Improve the intersection of Mountain Avenue and Second Street with installation of a traffic signal that accommodates northbound, eastbound, and westbound left turn lanes.
- Install a traffic signal at the intersection of Mountain Avenue and Project Driveway 5.
- Improve the intersection of Mountain Avenue and First Street with installation of a traffic signal that accommodates northbound, southbound, eastbound, and westbound left turn lanes in conjunction with a southbound right turn lane.
- The Project would enhance the existing equestrian trails or construct new trails adjacent to the roadways that surround the Project site.

Parking

The Project proposes approximately 1,800 parking spaces. The Project is seeking an amendment to update the Gateway Specific Plan's warehouse parking requirements to reflect the expected parking demands of a contemporary light industrial business park with commercial and office uses. Parking and loading dock facilities would be located at each building and the proposed changes to parking requirements are listed in Draft EIR Table 3-4 and the Table below.

Summary of Proposed Gateway Specific Plan Amendment Parking Requirements

Existing Specific Plan Parking Requirements		Proposed Specific Plan Parking Requirements	
Land Use	Parking Requirement	Land Use	Parking Requirement
Light Manufacturing & Light Industrial	1 space/400 square feet of gross floor area devoted to manufacturing plus 1 space for every 250 square feet of office floor area	Light Manufacturing & Light Industrial (assumes 15% max. GFA for office)	1 space/500 square feet of gross floor area; plus 1 tractor trailer space per 4 dock high doors
Warehouse	1 space for every 750 square feet of warehouse or storage floor area	Warehouse/Distribution Facility (assumes 15% max. GFA for office)	<ul style="list-style-type: none"> • 1 space/1,000 square feet of gross floor area for the first 20,000 sf • 1 space/2,000 square feet of gross floor area for that portion between 20,001 sf to 40,000 sf • 1 space/4,000 sf of gross floor area over 40,001 sf; plus 1 tractor-trailer space per 4 dock high doors
n/a	n/a	Multi-tenant Industrial Park (assumes 15% max. GFA for office)	1 space/400 square feet of gross floor area; plus 1 tractor trailer space per 4 dock high doors

GFA= Gross Floor Area

Landscaping

Landscaping would utilize a drought tolerant landscape palette with 14 types of trees, more than 12 varieties of shrubs and groundcover and dozens of accent plants. The Project includes a minimum landscaped setback of 15-feet along First Street, 25-feet along Second Street, 28-foot landscape setbacks along Pacific Avenue, and a 15-feet along Mountain Avenue.

In addition to plants, these landscaped setbacks would include a set of berms that would be 6-feet high on Pacific Avenue, and 3-feet high on Mountain Avenue, First Street, and Second Street. The varying setback depths and berms serve as buffers for sensitive adjacent land uses and include a combination of walls, plantings, earthen berms, and trees. Larger trees and denser groundcover are proposed on the periphery of the Project site along Mountain Avenue, Pacific Avenue, First Street, and Second Street. Enhanced landscaping would also be located

at building entries and in and around automobile parking areas to create a buffer between the Project site and adjacent areas. The Project also includes decorative crosswalks, paving, street trees, and 12-foot wide equestrian trails with wood or vinyl lodge post fencing.

Infrastructure Improvements

Water

The Project would provide offsite improvements by replacing the existing 6-inch water lines in Mountain Avenue and First Street with 12-inch water lines. In addition, a public 12-inch water line would bisect the Project site and connect to the existing lines in First Street and Second Street to provide a looped fire water system, shown in Draft EIR Figure 3-12, *Water, Sewer and Drainage Plan*.

Sewer

The Project would connect to and be served by the existing 8-inch sewer lines that are located within Mountain Avenue, First Street, and Second Street. The three commercial buildings would connect to an existing 18-inch sewer line that is located northwest of the First Street and Mountain Avenue intersection, shown in Draft EIR Figure 3-12, *Water and Sewer Plan*.

Drainage

The Project would install new offsite drainage facilities, including: a 24-inch storm drain within Pacific Avenue, 15 and 36-inch storm drains within Second Street, a storm drain within Mountain Avenue that increases in size from 24 to 48-inches, and 18 and 24-inch storm drains within First Street. These drainage facilities are consistent with the Riverside County Flood Control's Master Drainage Study.

The Project also includes development of a series of onsite storm drains that would route storm water runoff to either a proposed infiltration basin south of First Street or one of two proposed infiltration basins at the northwest corner of the Project site adjacent to Second Street and Pacific Avenue. In addition, the Project would improve the South Norco Channel to provide a 7-foot deep 18-foot wide concrete trapezoidal channel from the existing culverts in Mountain Avenue to the existing culverts in Second Street. Concrete box culverts would be constructed under Mountain Avenue and First Street along with concrete channels for the culverts on the eastern side of Mountain Avenue and southern side of First Street. The improvements would increase the capacity of the channel to accommodate the ultimate flow conditions, per the Riverside County Flood Control Master Drainage Plan as directed by the Riverside County Flood Control District, shown in Draft EIR Figure 3-13, *Preliminary Storm Drain Plan*.

Sustainable Design Features

The Project would implement sustainable design features with the goal of reducing the energy needs of the Project and related greenhouse gas emissions. These features would comply with the California Green Building Standards Code ([CALGreen]; California Code of Regulations, Title 24, Part 11) as implemented by the City of Norco, and include the following:

- Install drought-tolerant plants for landscaping.

- Install water-efficient irrigation systems, such as weather-based and soil-moisture-based irrigation controllers and sensors, for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance.
- Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems.
- Surface parking lots will be well landscaped to reduce heat island effect. Parking lot landscaping will be planted with 15-gallon trees, at a rate of one per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row. Trees will be selected and placed to provide canopy and shade for the parking lots.
- The Project shall implement a recycling program in order to meet a 50 percent minimum waste diversion goal.
- Choose construction materials and interior finish products with zero or low emissions to improve indoor air quality;
- Provide adequate ventilation and high-efficiency in-duct filtration system;
- Use low or moderate water use plants, including native plant materials where appropriate; minimize turf areas;
- Use low volatile organic compound paints and wallpapers;
- Electrical outlets will be provided in loading dock areas to provide power for trucks.; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

Operations

The proposed light industrial business park is anticipated to operate up to 7 days a week. The industrial/warehousing uses could include multiple shifts with operational activities 24 hours per day. Operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays. The commercial uses are anticipated to work up to 7 days a week. The gas station and convenience store would operate up to 24 hours per day, and retail and restaurant uses are anticipated to operate use- dependent standard business hours.

Construction

Construction activities would occur pursuant to the requirements of the Norco Municipal Code Section 15.30.020 (Hours of Construction Activity), which states that construction activity, including equipment start-up and use, and the loading, unloading and handling of materials, shall not commence before 6:30 a.m., or continue beyond 7:00 p.m., on weekdays. No construction activity is permitted on Saturdays, Sundays, or national holidays.

The Project construction would take approximately 24 months and includes: demolition of all existing structures onsite (approximately 80,500 building square feet), grading, construction of backbone infrastructure, followed by building construction. Onsite soils would be excavated to a minimum of 5 feet below the bottom of the building foundations, and 5 feet beyond the building perimeters, reconditioned to maintain moisture content of 2 to 4 percent above the Modified Proctor optimum, and re-compacted as engineered fill to support the proposed building structures. The compaction of fill would be in compliance with the California Building Code (CBC) regulations.

Project grading is anticipated to include approximately 230,000 cubic yards of imported soils. Approximately 52,000 cubic yards of the import soil would come from the proposed detention basin to the south of First Street.

Discretionary Actions

The Project includes the following discretionary actions:

- **Gateway Specific Plan Amendment.** The Gateway Specific Plan was adopted in 1991 and has been amended 10 times since then. The Project is seeking an amendment to 1) update the Gateway Specific Plan's parking requirements to reduce the parking spaces required for warehouse uses to reflect the expected parking demands of a contemporary light industrial business park.
- **Development Agreement.** The proposed Development Agreement would provide methods for financing, acquisition, and construction of infrastructure to implement the proposed Project, and providing vested rights to develop the Project pursuant to the approved development entitlements.
- **Conditional Use Permit.** The Project is seeking approval of a Conditional Use Permit (CUP) pursuant to the Gateway Specific Plan and Chapter 18.45 of the Norco Municipal Code to increase the maximum allowable building height from 35 feet to 50 feet for approximately 50 percent of the site. The applicant is requesting a 15-foot height increase to allow for flexibility in final building design for the larger buildings in the interior of the site and to accommodate architectural treatments such as roof parapets.
- **Site Plan Review.** The proposed site plan review would approve the site plan, overall site design, Project site layout, architectural quality and would ensure the Project is consistent with the Gateway Specific Plan.
- **Tentative Tract Map(s).** One of more tentative tract maps are proposed to subdivide the Project site.
- **Zone Change:** Phase 2 of the Project site is located within the City's Housing Development Overlay (HDO). In order to develop Phase 2, a Zone Change to remove the HDO will be required. This zone change may be processed concurrently with the entitlements for Phase 1 or may be considered by the City in a future action. Nevertheless, the potential zone change will be analyzed as part of the Draft EIR and is required to occur prior to approval of the tentative map and construction on the Phase 2 area.

C. Statement of Project Objectives

The Palomino Business Park site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the proposed Project and its associated environmental impacts. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

1. To diversify the City of Norco economy with a mixed-use business park with a variety of buildings, including industrial, warehousing, light manufacturing, flex, R&D and commercial to ensure the site has a diversity of uses and long-term economic viability.
2. Redevelop former egg ranching properties in the economic nucleus of the City left underutilized with the departure of egg ranching from California.
3. To create a high quality, master planned mixed-use light industrial business park development on a large underutilized area that attracts an array of businesses and provides a variety of employment opportunities in the city of Norco thereby reducing the need for members of the local workforce to commute outside the area for employment.
4. To provide industrial, warehousing, light manufacturing, flex, research and development and commercial uses within the Project boundaries which are compatible with surrounding uses and will also leverage the site's prime location and other regional transportation facilities to bring economic benefit to the area.
5. To develop a mixed-use light industrial business park with structures flexible in design to meet the needs of an ever-changing business market that implements the long term vision of the General Plan and the Gateway Specific Plan.
6. To provide a plan for roadways, infrastructure, and utilities to support onsite land uses and the City of Norco.
7. To promote sustainability by providing opportunities for water efficiency in the Project architecture and Project landscaping to promote water conservation.
8. To develop a Project that meets the architectural design guidelines of the Gateway Specific Plan that incorporates a quality western/southwestern/early Californian design character within the Project Area and provides enhanced.
9. To provide a Project with attractive and functional buffers for sensitive adjacent land uses that include a combination of walls, plantings, earth berms, equestrian trails, street trees, and varying setback depths.

Provide safe sidewalks and equestrian trails to enhance for pedestrian and equestrian access.

3. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The FEIR includes the Draft Environmental Impact Report (DEIR) dated November 18, 2019, written comments on the DEIR that were received during the public review period, and written responses to those comments and changes to the DEIR. In conformance with CEQA and the State CEQA Guidelines, the City of Norco conducted an extensive environmental review of the Palomino Business Park Project, including the following:

- Completion of an Initial Study (IS) by the City of Norco, which concluded that an EIR should be prepared, and the Notice of Preparation (NOP), which were released for a 30-day public review period from March 22, 2019, through April 22, 2019. The NOP was posted at the Riverside County Clerk-Recorder's office on March 27, 2019. The notice was published in the March 22, 2019 in The Press Enterprise, a newspaper of general circulation. Copies of the IS were made available for public review at Norco City Hall, the Norco Community Library, the Norco Senior Center, and Norco Fire Station #47, and it was available for download via the City's website at www.norco.ca.us.
- Completion of a scoping process, in which the public was invited by the City to participate. The scoping meeting for the EIR was held on April 18, 2019 at 6:30 PM at Norco City Hall at 2870 Clark Avenue, Norco, CA 92860.
- Preparation of a DEIR by the City, which was made available for a 45-day public review period (November 18, 2019 to January 2, 2020). The DEIR consisted of two volumes. Volume I contains the text of the DEIR and analysis of the Palomino Business Park Project. Volume II contains the appendices, including the NOP and responses to the NOP. The Notice of Availability (NOA) for the DEIR was sent to all property owners and occupants within 300 feet of the Project site, all persons, agencies and organizations on the interest list interested persons, sent to the State Clearinghouse in Sacramento for distribution to public agencies, and published in The Press Enterprise. The NOA was posted at the Riverside County Clerk-Recorder's office on November 18, 2019 and December 27, 2019. Copies of the DEIR were made available for public review at Norco City Hall, the Norco Community Library, the Norco Senior Center, and Norco Fire Station #47, and it was available for download via the City's website at www.norco.ca.us.
- Preparation of an FEIR, including the Comments and Responses to Comments on the DEIR. The FEIR/Response to Comments contains: comments on the DEIR, responses to those comments, revisions to the DEIR, and appended documents. The FEIR Response to Comments was released for a 10-day agency review period prior to certification of the FEIR.
- Public hearings were held for the proposed Project, including a Planning Commission hearing and a City Council Hearing.
 - A notice of the Planning Commission hearing for the Project was mailed on May 2, 2020 to all property owners of record within 300 feet of the Project site and all individuals that requested to be notified, and posted at the Norco City Hall, as required by established public hearing posting procedures. A notice of the Planning Commission hearing was also published May 2, 2020 in The Press Enterprise.
 - A notice of the City Council hearing for the Project was mailed on May XX, 2020 to all property owners of record within 300 feet of the Project site and all individuals that requested to be notified. A notice for the City Council hearing was posted at the site and at the Norco City Hall as required by established public hearing posting procedures. Additionally, notice for the City Council hearing was published in the [XXXX NEWSPAPER] on _____, 2020.

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed Project consists of the following documents and other evidence, at a minimum:

- NOP and all other public notices issued by the City in conjunction with the proposed Project;

- The FEIR (includes DEIR) for the proposed Project;
- All written comments submitted by agencies and members of the public during the public review comment periods on the DEIR;
- All responses to written comments submitted by agencies and members of the public during the public review comment period on the DEIR;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in the Response to Comments of the FEIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the DEIR and FEIR;
- The Ordinances and Resolutions adopted by the City in connection with the proposed Project, and all documents incorporated by reference therein;
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

The documents and other material that constitute the record of proceedings on which these findings are based are located at the Norco City Hall at 2870 Clark Avenue, Norco, CA 92860. The custodian for these documents is the City of Norco. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 California Code Regulations Section 15091(e).

4. FINDINGS FOR ENVIRONMENTAL EFFECTS WHICH WERE DETERMINED NOT TO BE SIGNIFICANT

The City conducted an Initial Study in support of its determination that an EIR should be prepared for the Project. The scope of the EIR was determined based upon the Initial Study which was included as Appendix A to the DEIR. Based upon the Initial Study, the City determined that the Project would have no impact or a less than significant impact on the following environmental topic areas and that no further analysis of these topics were required in the EIR:

- Agriculture & Forest Resources
- Mineral Resources
- Population and Housing
- Parks and Recreation
- Schools and Other Public Facilities
- Wildfire

The evidence in support of the finding that the project will not have a significant impact on these environmental topic areas are set forth in the Initial Study which is incorporated by reference.

For those environmental impacts that were analyzed in the DEIR, the City determined, based upon the CEQA threshold criteria for significance, that the Project would have no impact or a less than significant impact to the following environmental topic areas, and that no mitigation measures were required. This determination is based upon the environmental analysis in the EIR and the comments received on the DEIR. No substantial evidence was submitted to or identified by the City which indicated that the Project would result in a significant impact related to the following.

Aesthetics

Impact Finding: The Project would not have a substantial adverse effect on a scenic vista.

Facts in Support of Findings: The Project site does not contain nor is adjacent to a scenic vista. However, long-distance background views of the San Gabriel, Santa Ana Mountains, Norco Hills, and Chino Hills can be seen from east-west roadway corridors in the Project vicinity (First Street and Second Street) and north-south roadway corridors (Pacific Street and Mountain Avenue) are visible to motorists travelling on Pacific Avenue and Mountain Avenue. In addition, intermittent long-range views of the mountains can be seen across the Project site in between existing buildings, fencing, and trees, from the surrounding roadways.

Although the proposed Project would change public views experienced by motorists and pedestrians of the Project site, the Project would not encroach into existing public views of a scenic vista. The proposed setbacks and maximum building heights would maintain the existing public views of the mountains. These views would not be obscured from public viewpoints within the roadway corridors. Also, intermittent long-range views of the mountains would remain visible in between buildings, fencing, and trees from the surrounding roadways. The height, scale, and design of the proposed Project would not hinder long range views of the mountains and hills and would not result in visual degradation of the mountain vistas. Therefore, impacts related to a substantial adverse effect on a scenic vista would be less than significant.

Impact Finding: The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would not conflict with applicable zoning and other regulations governing scenic quality.

Facts in Support of Findings: The existing visual character of the Project site and its surroundings is neither unique nor of special aesthetic value or quality due to the presence of older structures, dilapidated or boarded up buildings, limited and inconsistent landscaping, and various fencing/walls. The change from the residential and industrial uses to the proposed light industrial business park and commercial uses would change the character of the site. However, the change in character represented by the business park development would be consistent with the Gateway Specific Plan design guidelines that include the standards related to the western theme and character, site design, parking, walls and fences, lighting, and landscaping that would ensure that a degradation of the visual character of the site would not occur. Draft EIR Table 5.1-1 shows that the Project would be consistent with the City of Norco General Plan policies that govern scenic quality. Also, Draft EIR Table 5.1-2 shows that the Project would be consistent with the Gateway Specific Plan design standards that regulate visual character. Therefore, impacts related to conflict with an aesthetics related policy would not occur.

Impact Finding: The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Facts in Support of Findings:

Construction

Limited, if any, nighttime lighting would be needed during Project construction. Chapter 15.30.020 of the Norco Municipal Code, Hours of Construction Activity, limits construction activities to the hours between 6:30 a.m. and 7:00 p.m. on a weekday; with no construction activity permitted on Saturdays, Sunday, or national holidays. Thus, most construction activity would occur during daytime hours during the week, and construction-related illumination would be used for limited safety and security purposes and would be required to be directed downward. In addition, construction of the Project would not include any materials that would generate offsite glare that could direct light to sensitive receptors. Therefore, impacts related to lighting and glare during construction would be less than significant.

Operations

The Project would be consistent with the City of Norco's Municipal Code and General Plan requirements, which requires that onsite areas be illuminated for purposes of safety, security, and nighttime wayfinding including lighting for parking areas, pedestrian walkways, signage, architectural and landscape features, and loading dock areas. Although the amount of nighttime lighting from the Project site would increase, the Project would be subject to the lighting requirements of the City's Municipal Code Sections 15.12.080, which provides lighting standards; and Municipal Code Section 18.41.11 that requires exterior lights be shielded and arranged to reflect away from adjoining properties. In addition, the Gateway Specific Plan Section 3.2.2b requires that lights not be placed to cause glare or excessive light spillage on neighboring sites.

Overall, although nighttime lighting would increase with implementation of the Project, the additional lighting would be limited to safety, security, and signage purposes; and would be shielded and designed to be confined to the Project site through compliance with existing Municipal Code and Gateway Specific Plan lighting standards. Therefore, implementation of the proposed Project would not result in substantial light that would adversely affect views of the area, and impacts related to lighting would be less than significant.

In addition, the Project would develop new buildings that would generally be constructed of concrete, and typical of most business park buildings, would not include large areas of glass windows, metal, or other reflective materials that would generate glare. Also, the proposed landscaping would reduce the effects of light and glare by including trees and a 3-foot high berm along Pacific Avenue and 3-foot high berms along Mountain Avenue, First Street, and Second Street that would screen lighting and prevent glare.

Additionally, implementation of the City's Municipal Code would prevent glare. Sections 15.12.080 provides lighting standards and Section 18.41.11 does not allow bright, shiny, or non-textured metal on exterior surfaces; and requires exterior lights be shielded, which would prevent glare. Also, the Gateway Specific Plan Section 3.2.2b ensures that lights do not cause glare or excessive light spillage on neighboring sites, and Gateway Specific Plan Section 3.1.6 prohibits architectural elements such as highly reflective surfaces and reflective glass. Thus, impacts related to increased sources of glare would be less than significant with compliance with the Gateway Specific Plan and the City's Municipal Code, which would be verified through the plan check and the development permitting process.

Air Quality

Impact Finding: The Project would not conflict with or obstruct implementation of the applicable air quality plan.

Facts in Support of Findings: The SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

A majority of the Project area is designated by the City General Plan as the Gateway Specific Plan, with exception of a 4-acre area designated as Residential Agricultural (RA) with an Agricultural – Low Density 20,000 square feet (A-1-20) zoning designation. The Gateway Specific Plan zones the majority of the Project site as industrial, with a small area of commercial on the northwest corner of Mountain Avenue and First Street, and a small area of residential on Second Street to the east of Pacific Avenue.

The Project would redevelop and operate the site consistent with the existing Specific Plan. Because SCAG's regional growth forecasts and the AQMP are based upon land uses designations, the Project would not exceed SCAG's growth projections. As such, the proposed Project would not conflict with, or obstruct, implementation of the AQMP and impacts would be less than significant.

Biological Resources:

Impact Finding: The Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Facts in Support of Findings: The Project site contains two earthen ephemeral drainage features. Drainage 1 is 1,098 linear feet and contains approximately 0.08 acre of USACE jurisdictional of non-wetland waters and 0.14 acre of CDFW jurisdictional area that does not include riparian vegetation (JD 2019), as listed in Table 5.3-1. Drainage 2 is 1,894 linear feet and contains 0.71 acre of USACE non-wetland waters and 0.02 acre of CDFW riparian vegetation. No wetlands, however, were identified in the jurisdictional delineation (JD 2019) that was prepared for the Project, and the Project would not have any impacts to state or federally protected wetlands, including vernal pools or marsh areas.

Energy

Impact Finding: The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Facts in Support of Findings:

Construction

Construction activities related to the proposed business park buildings and the associated infrastructure is not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Demolition of structures onsite

would occur, but because the existing onsite development is limited and much of the demolition materials can be recycled, the demolition needed to implement the proposed Project is not considered to be wasteful. In addition, the extent of construction activities that would occur from implementation of the proposed Project is limited. Construction contractors are also required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations, and compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operations

Once operational, the business park uses would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The proposed Project would be required to meet the Title 24 energy efficiency standards in effect during permitting of the Project. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced.

The proposed Project is within an area where existing infrastructure would provide for efficient delivery of electricity and natural gas to the Project area. The Project would also provide onsite sidewalks that are intended to reduce the onsite vehicle miles travelled, that would in-turn reduce vehicular related energy use. Additionally, the proposed Project would implement project design features that promote energy efficiency and sustainability. Other existing and future regulations are likely to result in more efficient use of all types of energy, and reduction in reliance on non-renewable sources of energy within the Project area over the implementation period of the Project. Thus, operation of the proposed Project would not use large amounts of energy or fuel in a wasteful manner within buildings or other onsite operations, and impacts would be less than significant.

Impact Finding: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Facts in Support of Findings: The proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of the Project. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, the Project plans and specifications shall require signs at loading dock facilities that identify the anti-idling regulations. Thus, the Project would not conflict with the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling. Furthermore, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The proposed buildings would be solar ready. Although, the Project's future tenants are not currently known, and the use of solar panels is generally tailored to the electrical demands of the tenant, the building tenants would be able to install solar panels. Thus, the Project would not obstruct use of renewable energy or energy efficiency. Overall, the

Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Geology and Soils

Impact Finding: The Project would not result in substantial soil erosion or the loss of topsoil.

Facts in Support of Finding:

Construction

All projects in the City are required to conform to the permit requirements, which includes installation of Best Management Practices (BMPs) in compliance with the RWQCB permit, which establishes minimum storm water management requirements and controls that are required to be implemented for the proposed Project. To reduce the potential for soil erosion and the loss of topsoil, a Storm water Pollution Prevention Plan (SWPPP) is required by the RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer). With compliance with the City's Municipal Code, RWQCB requirements, and the BMPs in the SWPPP that is required to be prepared to implement the Project, construction impacts related to erosion and loss of topsoil would be less than significant.

Operations

The proposed Project includes installation of landscaping, such that during operation of the Project substantial areas of loose topsoil that could erode would not exist. Onsite drainage features that would be installed by the Project have been designed to slow, filter, and slowly discharge storm water into the offsite drainage system. Implementation of the Project requires City approval of a Water Quality Management Plan (WQMP), which would ensure that the City's Municipal Code, RWQCB requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

Greenhouse Gas Emissions

Impact Finding: The Project would not generate Greenhouse Gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment.

Facts in Support of Findings: The Project's construction and operational GHG emissions would generate an increase of 54,039.84 MTCO₂e per year from mobile sources, and additional operational emissions mostly due to energy consumption, as listed in Draft EIR Table 5.7-2. The Project would incorporate a number of sustainable design features that would reduce GHG emissions, which are provided in the Project description.

There are no feasible Project measures that would reduce vehicular emissions, and more than 59 percent of all GHG emissions (by weight) would be generated by Project mobile sources (vehicle trips). Neither the Project Applicant nor the Lead Agency (City of Norco) can substantively or materially affect reductions in Project mobile-source emissions.

Because the City does not have an applicable adopted threshold related to the quantification of GHG emissions and the Project would be in compliance with GHG-related regulatory

requirements and included sustainable design features, the Project generated GHG emissions would be less than significant.

Impact Finding: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Facts in Support of Findings: The City Norco does not have any locally adopted plan, policy, or regulation relating to the reduction of GHG emissions. The Project would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with implementation of the GHG reduction measures listed in CARB's 2007 Scoping Plan or CARB's Updated Scoping Plan (2017) as detailed in Draft EIR Tables 5.7-3 and 5.7-4. In addition, Draft EIR Table 5.7-5 details that the Project would not conflict with the relevant General Plan goal and policies. Thus, the Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would not occur.

Hazards and Hazardous Materials

Impact Finding: The Project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

Facts in Support of Finding: The Phase I Environmental Site Assessment determined that although the site has a history of various uses the Project area is not located on or near by a site which is included on a list of hazardous materials sites. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project.

Impact Finding: The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Facts in Support of Finding:

Construction

Construction of the Project includes half-width improvements along the roadways adjacent to the Project site that would require the temporary closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which requires that prior to any activity that would encroach into a right-of-way, the area of encroachment be safeguarded through the installation of safety devices that would be specified by the City's Building and Safety Division during the construction permitting process to ensure that construction activities would not physically interfere with emergency access in the site vicinity.

Operations

The Project would include at least 10 driveways to provide vehicular access to the site. These driveways would provide adequate and safe circulation to, from, and through the Project site

and would provide a variety of routes for emergency responders to access the Project site and surrounding areas.

During operation of the Project, building tenants would be required to maintain adequate emergency access for emergency vehicles as required and verified by the City and the Riverside Fire Department. Because the Project is required to comply with all applicable City codes, as verified by the City and Fire Department, potential impacts related to emergency evacuation or emergency response plans would be less than significant.

Hydrology and Water Quality

Impact Finding: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the Basin.

Facts in Support of Finding: The majority of the City of Norco, including the Project area, overlies the Temescal Groundwater Basin, and approximately 15.9 percent of the City's groundwater supplies are from Norco's Temescal groundwater basin wells. The City's Urban Water Management Plan (UWMP) shows that the anticipated production of groundwater would remain steady from 2025 through 2040 as detailed in Draft EIR Table 5.9-1.

The supply of water would be sufficient during both normal years and multiple dry year conditions between 2020 and 2040 to meet all of the City's estimated needs, which includes the proposed Project. Therefore, the Project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies.

The Geotechnical Investigation for the Project determined that the locations of the proposed infiltration basins have favorable infiltration rates (e.g., 4 inches/hour and 11.8 inches/hour) and have been sized to accommodate the Project. In addition, ornamental landscaping has also been incorporated into the design to capture and infiltrate storm water. Compliance with the MS4 Permit requirements, the City's Municipal Code, and other applicable requirements would ensure that Project impacts related to groundwater recharge would be less than significant.

Impact Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Facts in Support of Finding: The Project proposes to maintain the existing drainage pattern on the site and provide improvements that include and onsite storm drain system with three infiltration basins, landscaping areas, and increasing the capacity of the South Norco Channel to accommodate the ultimate flow conditions, per the Riverside County Flood Control Master Drainage Plan. The proposed onsite storm drain system has been sized to adequately accommodate the storm water flows from the Project area and would maintain the existing drainage pattern of the site. Thus, the Project would not substantially increase the rate or amount of surface runoff, such that flooding would occur, and impacts would be less than significant.

Impact Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.

Facts in Support of Finding: The Project proposes to maintain the existing drainage pattern on the site and provide improvements that include and onsite storm drain system with three infiltration basins, landscaping areas, and increasing the capacity of the South Norco Channel. Drainage facilities proposed for the Project have been sized to adequately accommodate the storm water flows from the Project and are consistent with the Riverside County Flood Control Master Drainage Plan. The proposed drainage infrastructure would maintain the existing drainage pattern and accommodate flows, such that storm flows would not be impeded or redirected.

Noise

Potential Impact: The Project would not result in the generation of excessive groundborne vibration or groundborne noise levels.

Facts in Support of Finding:

Construction

The proposed Project would generate ground vibration during construction activities from the use of heavy construction equipment and trucks. At distances ranging from 50 to 152 feet from Project construction activities, construction vibration velocity levels are expected to approach 0.03 in/sec PPV, which is below the threshold of 0.04 in/sec PPV and would not result in damage to nearby residences. Furthermore, these levels of vibration would only occur for short-term intermittent times near sensitive receptors. Therefore, impacts related to construction vibration would be less than significant.

Operations

Operation of the Project would include heavy trucks, which would result in typical vibration levels of 0.004 in/sec PPV at 25 feet. Trucks transiting on site would be travelling at very low speeds and would be less than the 0.04 in/sec PPV threshold. Therefore, vibration impacts during Project operations would be less than significant.

Public Services

Fire Protection

Impact Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for fire protection services.

Facts in Support of Findings: Implementation of the Project would result in additional calls for fire department services, which would increase needs for fire department staffing and equipment. However, the proposed structures would be constructed from non-flammable concrete and cement, the buildings would have automatic ceiling-mounted fire sprinkler system and would include all fire related safety features pursuant to the California Fire Code (CFC), the City's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the project, and the Fire

Department would complete an inspection of all new structures before approval of occupancy permits to ensure that all fire safety features are installed appropriately.

In addition, the Fire Department has three existing fire stations within 4.4 miles from the site; the closest of which is 0.7 mile from the site. These existing fire facilities would respond to any emergency or medical services within the Project vicinity, with Station 14 being the primary responding station, as it is the closest to the site. Calls for emergency services from the Project would be accommodated by the existing fire service facilities, and buildout of the Project would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area. Furthermore, the Project would not require provision of new or physically altered fire protection facilities, construction of which could cause significant environmental impacts, and impacts would be less than significant.

Police Services

Impact Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for police services.

Facts in Support of Findings: Implementation of the Project would result in the addition of employees and potentially valuable goods within the Project area, which could result in an increase in calls for law enforcement services. However, the proposed Project would include installation of security features to reduce the potential for crime, such as the provision of low-intensity security lighting in parking areas and adjacent to buildings structure security.

The Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Additionally, the Project would operate 24 hours per day, 7 days per week. This would ensure there is no time during which no person(s) are onsite, which lowers the potential for crime during non-occupied times. Therefore, development of the Project would include features to reduce the need for law enforcement services.

Overall, implementation of the proposed Project would result in an incremental increase in demands on law enforcement services; but would not be substantial compared to the existing services provided by the Sherriff's Department. Furthermore, buildout of the proposed Project would not result or require development of new, or expansion of existing, Sherriff Department facilities, and impacts would be less than significant.

Transportation

Impact Finding: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Facts in Support of Finding: The Project would be accessed by primarily by Mountain Avenue, with smaller driveways along First Street and Second Street. Specific driveways are planned for trucks to facilitate truck movements in a manner that would be compatible with the adjacent areas and the proposed business park uses.

The Project would also not increase any hazards related to a design feature. The Traffic Study evaluated the proposed truck access driveways (driveways 3, 4, 5, and 6 on Mountain Avenue) to ensure that they can accommodate the wide turning radius of the heavy trucks. All proposed Project improvements would be required to be installed in conformance with City design standards.

Impact Finding: The Project would not result in inadequate emergency access.

Facts in Support of Finding:

Construction

The construction activities, including equipment and supply staging and storage, would occur within and adjacent to the Project area and would not restrict access of emergency vehicles to the Project site or adjacent areas. The roadway improvements and installation of driveways that would be implemented during construction of the proposed Project could require the temporary closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. However, construction activities may temporarily restrict vehicular traffic that could increase hazards. Therefore, the construction activities would be required to implement measures to facilitate the passage of persons and vehicles through/around any required temporary road restrictions, and ensure the safety of passage in accordance with Municipal Code Section 12.05.040, which requires that prior to any activity that would encroach into a right-of-way, a traffic control plan be approved by the City to ensure that construction activities would not increase hazards and that no disruption of traffic would occur after 4:00 p.m. and before 8:00 a.m. Implementation of the Project through the City's permitting process would reduce potential construction related emergency access impacts to a less than significant level.

Operations

The Project includes 11 driveways to provide vehicular access to the site, which would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the Project site and surrounding areas. The driveways would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the Project site and surrounding areas.

Additionally, during operation of the Project, building tenants would be required to maintain adequate emergency access for emergency vehicles as required and verified by the City and the Riverside Fire Department through operational permitting and inspections. Because the Project is required to comply with all applicable City codes, as verified by the City and Fire Department, potential impacts related to inadequate emergency access would be less than significant.

Tribal Cultural Resources

Impact Finding: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

Facts in Support of Finding: Tribal Cultural Resources (TCRs) are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). The City sent letters to 15 Native American representatives in August 2019, notifying them of the proposed project in accordance with AB 52. No information regarding potential impacts on TCRs was submitted and no sites were documented in NAHC's Sacred Lands File search conducted for the USGS quadrangle that encompasses the Plan Area. Finally, no substantial evidence was received as part of the Cultural Resources Assessment. Therefore, impacts to TCRs are not anticipated to be significant as a result of implementation of the Project.

Utilities and Service Systems

Impact Finding: The Project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.

Facts in Support of Finding: The Project would install new onsite sewers to serve each of the new buildings and would connect to the existing 8-inch sewer lines that are located within Mountain Avenue, First Street, and Second Street. The Project is anticipated to require 180,117 gpd (0.18 mgd) of water for indoor uses. The addition of 180,117 gpd (0.18 mgd) from operation of the proposed Project would not require or result in construction of new wastewater treatment facilities or expansion of existing facilities.

The necessary installation of onsite sewer line and connection to the existing line is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in the EIR. Therefore, the Project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Impact Finding: The Project would not result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's project demand in addition to the provider's existing commitments.

Facts in Support of Finding: Buildout of the Project would generate approximately 180,117 gpd (0.18 mgd) of wastewater that would be conveyed to the Western Riverside County Regional Wastewater Authority (WRCRWA) treatment facility; and would be accommodated by the City's remaining capacity of 0.99 mgd. Impacts related to wastewater treatment plant capacity would be less than significant.

Impact Finding: The Project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.

Facts in Support of Finding: The Project would replace the existing 6-inch water lines in Mountain Avenue and First Street with 12-inch water lines; and would install a new public 12-inch water line that would bisect the Project site and connect to the water lines in First Street and Second Street to provide a looped fire water system. The new water infrastructure would be designed to meet requirements of Municipal Code Chapter 14.04, Water System, which would

be verified by the Fire Department and/or the Norco Building and Safety Division prior to permit approval.

The necessary installation of water lines is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in the EIR. Therefore, the Project would not result in the construction of new or expanded water facilities that could cause significant environmental effects not described within this EIR and impacts would be less than significant.

Impact Finding: There are sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years.

Facts in Support of Finding: The Project has been included in the water demand (and indirectly, water supply) projections of the City's 2015 UWMP. Operation of the Project is anticipated to generate a demand for 227,967 gpd (255.36 AFY) of water. The City has estimated that a surplus of potable water supply of between 3,173 and 3,287 AFY between 2020 and 2040. The Water Supply Assessment prepared for the Project describes that sufficient water supply would be available during both normal years and multiple dry year conditions between 2020 and 2040 to meet all of the City's estimated needs, which includes the proposed Project. As a result, impacts related to water supply from implementation of the proposed Project would be less than significant.

Impact Finding: The Project would not require or result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects.

Facts in Support of Finding: The Project would install new drainage facilities including: a 24-inch storm drain within the eastern portion of Second Street, a 36-inch storm drain within the western portion of Second Street, a 36-inch storm drain within Mountain Avenue, and a 24-inch storm drain within First Street. The Project also proposes to construct three onsite infiltration basins designed to hold and infiltrate stormwater runoff. In addition, the Project would improve the South Norco Channel to provide a concrete bottom trapezoidal channel from the existing culverts in Mountain Avenue to the existing culverts in Second Street, which would increase the capacity of the channel to accommodate the ultimate flow conditions.

The construction impacts of these drainage improvements have been analyzed as part of overall Project construction in other sections of the EIR and would not result in any physical environmental effects beyond those identified. Therefore, the Project would not result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects beyond those evaluated within the EIR and impacts would be less than significant.

Impact Finding: The Project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Facts in Support of Finding: The proposed Project would remove the existing onsite utility infrastructure and install new onsite utility systems, which include gas, electricity, and telecommunication systems. The new infrastructure would be designed to meet requirements of SCE, SoCalGas, and the telecommunications service providers. No offsite expansions to the

existing natural gas, electricity, or telecommunications systems would be required to service the proposed Project.

The necessary installation of the onsite infrastructure systems for gas, electricity, and telecommunications and connection to the existing offsite infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in the EIR. Therefore, the Project would not result in the construction of new gas, electricity, and telecommunications facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Thus, impacts would be less than significant.

Impact Finding: The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Facts in Support of Finding:

Construction

Project construction would generate solid waste for landfill disposal in the form of demolition debris from the existing improvements. Section 5.408.1 of the 2016 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. The El Sobrante Sanitary Landfill is permitted to accept 16,054 tons per day of solid waste and would be able to accommodate the addition of 95.55 tons of waste per week during construction of the proposed Project. Thus, impacts related to construction generated solid waste would not occur.

Operation

Operation of the Project would generate approximately 27,244.19 pounds (13.62 tons) of solid waste per day. Implementation of AB 341 in 2020 requires that 75 percent of solid waste be source reduced, recycled, or composted by operation of the Project in 2022, which would reduce the volume of landfilled solid waste to approximately 6,811.05 pounds (3.41 tons) per day. The El Sobrante Sanitary Landfill would be able to accommodate the addition of 3.41 tons of waste per day. Therefore, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and impacts related to landfill capacity would be less than significant.

Impact Finding: The Project would comply with federal, state, and local statutes and regulations related to solid waste.

Facts in Support of Finding: Implementation of the proposed project would be consistent with all state regulations. All projects in the City undergo development review and permitting, which includes an analysis of project compliance with these regulations. Therefore, impacts related to compliance with regulations related to solid waste would not occur.

5. FINDINGS FOR IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The following potentially significant environmental impacts were analyzed in the EIR, which determined that project design features, compliance with existing laws, codes and statutes, plans, programs, policies and implementation of the identified feasible mitigation measures would reduce potentially significant impacts to a level of less than significant. The City has found in accordance with CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a) (1) that

“Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment,” which is referred to herein as “Finding 1.”

Where the potential impact can be reduced to less than significant solely through adherence to and implementation of project design features, standard conditions, plans, programs, or policies, these measures are considered “incorporated into the project” which mitigate or avoid the potentially significant effect, and in these situations, the City also makes “Finding 1” even though no mitigation measures are required.

Air Quality

Impact Finding: Construction of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of Plans, Program and Policies and mitigation measures, as detailed below.

Facts in Support of Findings: Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403, 481, 1108, 1113, and 1143, which are included as PPP AQ-1 and PPP AQ-2, and would reduce air contaminants during construction. Draft EIR Table 5.2-7 shows that emissions from construction would exceed criteria pollutant thresholds for NO_x. Thus, Mitigation Measure AQ-1 is included to require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 4 or higher. With implementation of Mitigation Measure AQ-1, emissions of NO_x from construction activities would be reduced to below the SCAQMD significance thresholds, and impacts would be less than significant as shown on Draft EIR Table 5.2-8.

The Health Risk Assessment (HRA) prepared for the Project describes that the receptor with the greatest potential exposure to Project construction diesel particulate matter (DPM) source emissions is approximately 61 feet east of the Project. Pursuant to Mitigation Measure AQ-3: Diesel Trucks, trucks accessing the Project site would be required to meet or exceed a 2010 model year engine standard. With Mitigation Measure AQ-3 the maximum incremental cancer risk attributable to Project construction DPM source emissions is estimated at 1.62 in one million, which is less than the threshold of 10 in one million. Non-cancer risks were estimated to be 0.0002, which would not exceed the applicable threshold of 1.0 with Mitigation Measure AQ-3.

Plans, Program and Policies:

PPP AQ-1: SCAQMD Rule 403 (4). The following measures shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 403 (4):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: SCAQMD Rule 1113 (9). The following measures shall be incorporated into construction plans and specifications as implementation of Rule 1113 (9). Only “Low-Volatile Organic Compounds” paints (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113 shall be used.

Mitigation Measures:

Mitigation Measure AQ-1: Tier 4. The construction plans and specifications shall state that construction equipment greater than 150 horsepower (>150 HP) shall comply with EPA/CARB Tier 4 emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer’s specifications.

Mitigation Measure AQ-3: Diesel Trucks. The construction plans and operational specifications shall state that contractors and building operators (by contract specifications) shall ensure that on-road heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds will have a 2010 model year engine or newer or will be equipped with a particulate matter trap, as available.

Impact Finding: The Project would not expose sensitive receptors to substantial pollutant concentrations.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of Plans, Program and Policies and mitigation measures, as detailed below.

Facts in Support of Findings: Draft EIR Table 5.2-14 identifies daily localized onsite emissions that are estimated to occur during construction of the proposed Project. As shown, emissions during the peak construction activity would exceed the SCAQMD’s localized significance thresholds for emissions of PM₁₀, and PM_{2.5}, including with implementation of PPP AQ-1 and PPP AQ-2. Therefore, Mitigation Measures AQ-1 and AQ-2 would be implemented to reduce construction emissions. With implementation of these mitigation measures, construction emissions would not exceed LST thresholds. After implementation of Mitigation Measures AQ-1 and AQ-2, emissions during peak construction activity would not exceed the SCAQMD’s localized significance threshold for any of the pollutants, as shown on Draft EIR Table 5.2-15. Therefore, with implementation of PPPs and mitigation measures, impacts related to localized significant emissions from construction activity would be less than significant. Furthermore, the Project would comply with applicable SCAQMD Rules for the operation of a gasoline service station at such time that an operator is identified per PPP AQ-3 and impacts would be less than significant.

Plans, Program and Policies:

PPP AQ-1: SCAQMD Rule 403 (4). As listed previously.

PPP AQ-2: SCAQMD Rule 1113 (9). As listed previously.

PPP AQ-3: The project shall comply with applicable SCAQMD Rules for the operation of a gasoline service station, including, but not limited to:

- Rule 201, which is a permit to construct
- SCAQMD Rule 203, which is a permit to operate.
- SCAQMD Rule 212, which has standards for approving permits and issuing public notices.
- SCAQMD Rule 461, which regulates the transfer of gasoline.
- SCAQMD Rule 1401 and 1401.1, which provides screening-level risk estimates for fueling stations, including those placed near schools.

Mitigation Measures:

Mitigation Measure AQ-1: Tier 4. As listed previously.

Mitigation Measure AQ-2: Watering Actively Graded Areas. The construction plans and specifications shall state that during site preparation and grading activity all actively graded areas within the Project site shall be watered at 2.1-hour watering intervals (e.g., 4 times per day) or a movable sprinkler system shall be in place to ensure minimum soil moisture of 12% in maintained for actively graded areas. Moisture content shall be verified with use of a moisture probe by the grading contractor.

Mitigation Measure AQ-3: Diesel Trucks. As listed previously.

Biological Resources

Impact Finding: The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.

Facts in Support of Finding: No special-status plants were detected on the Project site or within off-site areas affected by the Project, and no suitable habitat for special-status plant species was detected. Therefore, impacts related to special status plant species would not occur from implementation of the proposed Project.

However, several special-status wildlife species have the potential to occur onsite. The burrowing owl was confirmed as absent on the project site through focused surveys; however, the site has potential to support burrowing owls due to the presence of suitable habitat. Mitigation Measure BIO-1 has been included to require a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to burrowing owl to a less than significant level.

Although Stephens' kangaroo rat (SKR) was not detected on the Project site, limited amounts of degraded potential habitat for SKR occurs within the Project site within disturbed and ruderal areas. The value of the onsite habitat for SKR species is low (BTR 2019). In addition, the proposed Project site occurs within the Fee Assessment Area of the SKR HCP. All projects located within Fee Assessment Area are required to pay the SKR fee, which mitigates any

impacts to SKR (BTR 2019). As a result, impacts to SKR would be reduced to a less than significant level.

The proposed Project would remove potential low-quality foraging habitat for migrating Swainson's hawks during spring/fall and winter. The Swainson's hawk is a covered species under the MSHCP; therefore, potentially significant impacts would be reduced below a level of significance through compliance with the MSHCP, including the payment of MSHCP development fees (BTR 2019), which are required for receipt of construction and operational permits by the City of Norco. Thus, impacts related to Swainson's hawks would be less than significant.

Impacts related to these avian species would be less than significant due to the low number of individuals that are potentially affected and the role of these species on the Project site. The Project site and adjacent areas do not provide suitable breeding habitat due to its disturbed setting, lack of natural vegetation, and urban surroundings (BTR 2019). These species are designated as covered species under the MSHCP, and impacts would be further reduced through the MSHCP and payment of development fees. Impacts to these species would be less than significant.

The potential impacts to the western yellow bat would be less than significant. This species is not covered by the MSHCP but impacts to this species would be less than significant as a result of a low level of sensitivity, low quality of habitat onsite, and low numbers of individuals that have the potential to be impacted by the proposed Project. No significant or cumulative impacts would occur with implementation of the Project.

Mitigation Measures:

Mitigation Measure BIO-1: Burrowing Owl. Project construction plans and specifications shall state that a qualified biologist shall conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If the species is found, the Project proponent shall immediately inform the Wildlife Agencies (CDFW, USFWS) and the Regional Conservation Authority (RCA), and shall coordinate with these agencies to prepare and implement a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If the species is not found, no further action is needed.

Impact Finding: The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures.

Facts in Support of Finding: Implementation of the proposed Project would permanently impact 0.48 acre of USACE and RWQCB jurisdictional area, none of which consists of jurisdictional wetlands, and 0.69 acre of CDFW jurisdiction, of which 0.02 acre consists of riparian vegetation (2,431 linear feet) (BTR 2019). These features support very limited to no habitat for plant or wildlife species beyond what the adjacent uplands provide; however, impacts to these drainages would require mitigation (BTR 2019). In addition, impacts to these drainage features would trigger CWA Sections 401 and 404 and Fish and Game Code 1602 permitting/authorizations.

Therefore, Mitigation Measure BIO-2 is included to ensure permitting by USACE, RWQCB, and CDFW prior to any disturbance of this area, and to provide compensatory mitigation at a minimum 1:1 ratio for USACE/RWQCB and CDFW unvegetated streambed and a minimum 2:1 ratio for riparian vegetation, as required by USACE, RWQCB, and CDFW.

Mitigation Measures:

Mitigation Measure BIO-2: Jurisdictional Areas. Prior to the issuance of any grading permit for areas identified with jurisdictional features, the Project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. Through the permitting and subject to approval by the regulatory agencies, the applicant shall compensate for Project-specific impacts at a minimum 1:1 ratio for USACE/RWQCB and CDFW unvegetated streambed, and a minimum 2:1 ratio for riparian vegetation through the purchase of rehabilitation, reestablishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed.

Impact Finding: The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures.

Facts in Support of Finding: The Project site contains vegetation with the potential to support native nesting birds. Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). Mitigation Measure BIO-3 states that vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, and to implement buffer measures to protect active nests, if any are observed on site. With implementation of Mitigation Measure BIO-3, impacts related to nesting birds would be reduced to a less than significant level.

Mitigation Measures:

Mitigation Measure BIO-3: Nesting Birds. Project construction plans and specifications shall state that as feasible, vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. The survey shall include those areas proposed for disturbance within 45 days. If additional areas are proposed for disturbance, a new nesting bird survey that covers those areas shall be conducted. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Impact Finding: The Project would not conflict with the provisions or an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures.

Facts in Support of Finding: The Project site is located within the Eastvale Area Plan of the Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP), but outside of the MSHCP Criteria Area, the Criteria Area Plant Species Survey Area, Mammal and Amphibian Survey Areas, as well as outside of Core and Linkage areas. The Project site is within the Narrow Endemic Plant Species Survey Area and Burrowing Owl Survey Area for the MSHCP (BTR 2019).

The Project would result in impacts to 0.69 acre of MSHCP riparian/riverine resources, of which 0.02 acre consists of riparian vegetation which are ephemeral features that provide very limited to no habitat for plants or animals beyond that of the adjacent uplands. However, pursuant to Volume I, Section 6.1.2 of the MSHCP, a Determination of Biologically Equivalent or Superior Preservation (DBESP) is required, which is included as Mitigation Measure BIO-4. Thus, impacts would be less than significant with implementation of mitigation.

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species are required for all public and private projects where appropriate soils and habitat are present. The Project site does not contain suitable habitat for any special-status plant species, including the NEPSSA target species (BTR 2019). Therefore, the proposed Project would not result in impacts to NEPSSA and would be consistent with Volume I, Section 6.1.3 of the MSHCP.

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. The proposed Project is not located within proximity to any MSHCP Criteria Area and is also not in proximity to any MSHCP Conservation Area (BTR 2019). Therefore, impacts related to these areas would not occur and the proposed Project would be consistent with the Urban/Wildland Interface Guidelines contained in MSHCP Volume I, Section 6.1.4.

A portion of the Project site is located within the MSHCP burrowing owl survey area. Mitigation Measure BIO-1 requires that pre-construction surveys occur no more than 30 days prior to construction to confirm the absence of owls. With the performance of pre-construction surveys, the Project would be consistent with Volume I, Section 6.3.2 of the MSHCP. Thus, impacts related to additional MSHCP survey needs and procedures would not occur.

Overall, with implementation of the identified mitigation measures, impacts related to the MSHCP would be less than significant.

Mitigation Measures:

Mitigation Measure BIO-1: Burrowing Owl. As listed previously.

Mitigation Measure BIO-4: Determination of Biologically Equivalent or Superior Preservation. Prior to the issuance of any grading permit for areas identified as MSHCP riparian/riverine areas, the Project proponent shall obtain approval of a Determination of Biologically Equivalent or Superior Preservation (DBESP) from the CDFW.

Cultural Resources

Impact Finding: The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures.

Facts in Support of Finding: The Cultural Resources Assessment identified 8 prehistoric resources within one mile of the Project area. Because of the long history of human occupation in the Norco area, Mitigation Measure CUL-2 has been included to mitigate the potential impacts of inadvertent discoveries of potential resources during construction activities. With implementation of Mitigation Measure CUL-2, impacts related to a substantial adverse change in the significance of an archaeological resource would be less than significant.

Mitigation Measures:

Mitigation Measure CUL-2: Archaeological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Norco Building and Safety Division, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. A qualified archaeologist shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, a Native American Monitor shall be contacted to evaluate the resources and shall have the opportunity to consult with the City and/or project developer on appropriate treatment and curation of these resources. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the Project.

Geology and Soils

Impact Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP GEO-1. No mitigation measures are required.

Facts in Support of Finding: The Project site is located within an area mapped as having a medium to high liquefaction susceptibility and the Geotechnical Investigation identified that the site contains potentially liquefiable soils. However, structures built in the City are required to be built in compliance with the California Building Code, as included in the City's Municipal Code as Section 15.02.010. The Geotechnical Investigation provides CBC seismic structural design criteria that are specific to the onsite soils and potential liquefaction that includes: excavation, recompaction, and foundation systems. Compliance with the CBC, as included as PPP GEO-1, would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction.

The City requires the project specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of development approval. Therefore, the development of the proposed Project would be required to conform to the seismic design parameters of the CBC, as included as PPP GEO-1, which are reviewed by the City for appropriate inclusion as part of the building plan check and development review process. Compliance with the requirements of the CBC and City's municipal code for structural safety through implementation of as included as PPP GEO-1 would reduce hazards from seismic-related ground failure, including liquefaction to a less than significant level.

Plans, Program and Policies:

PPP GEO-1: CBC Compliance. The Project is required to comply with the California Building Standards Code as included in the City's Municipal Code to preclude significant adverse effects associated with seismic and soils hazards. California Building Code related and geologist and/or civil engineer specifications for the proposed Project shall be incorporated into grading plans and building specifications as a condition of construction permit approval.

Impact Finding: The Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP GEO-1. No mitigation measures are required.

Facts in Support of Finding: The elevation of the site ranges from approximately 600 feet above mean sea level in the northeast corner of the site to approximately 582 feet above mean sea level in the south area of the site adjacent to 1st Street. The site slopes down to the south at less than a one percent gradient. Due to the limited elevation change on the site, there is limited potential of lateral spreading to occur onsite during a liquefaction event.

However, the Geotechnical Investigation identified that seismic and liquefaction induced settlement onsite to be less than 1.25 inches over a distance of 100 feet. These differential settlements are considered to be within the structural tolerances of a typical building supported on a shallow foundation system provided that structural measures are implemented. The Project includes excavation and recompaction of soils, and development of foundation systems in compliance with the CBC, as included as PPP GEO-1, which would require proper construction of building foundations to reduce impacts related to settlement and subsidence would not occur onsite.

Plans, Program and Policies:

PPP GEO-1: CBC Compliance. As listed previously.

Impact Finding: The Project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) but would not create substantial risks to life or property.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP GEO-1. No mitigation measures are required.

Facts in Support of Finding: The Project site contains several areas of medium stiff to stiff clayey silts and silty clays. The Geotechnical Investigation conducted expansion index testing, which indicated that the soils possess very low to medium expansion potentials. Prior to approval of construction of each structure, an engineering level design geotechnical report is required to be prepared and submitted to the City that details the project designs that have been included to address potential geotechnical and soil conditions pursuant to the CBC requirements, that are included in the City's Municipal Code Section 15.02.010, and implemented by PPP GEO-1. Compliance with the CBC, through design level geotechnical specifications that would be reviewed and approved by the City Engineer, per PPP GEO-1 would ensure that potential impacts related to expansive soils would be less than significant.

Plans, Program and Policies:

PPP GEO-1: CBC Compliance. As listed previously.

Impact Finding: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of Mitigation Measure PAL-1.

Facts in Support of Finding: Although the Project area has been heavily disturbed by previous development activity, the Project area as a "High A" potential for paleontological resources. Because construction of the proposed Project would include excavation of native soils, impacts to paleontological resources could occur during implementation of the proposed Project. As a result, Mitigation Measure PAL-1 has been included to monitor any excavations at or below 5 feet in depth and deposit any fossils uncovered during construction in an accredited and permanent scientific institution for the benefit of current and future generations, which would reduce the potential impacts related to destruction of a unique paleontological resource to a less than significant level.

Mitigation Measures:

Mitigation Measure PAL-1: Paleontological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Norco Building and Safety Division, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by Riverside County, stating that the paleontologist has been retained to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require paleontological monitoring of excavation that exceeds depths of five feet. The PRIMP shall state that the Project

paleontologist may re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper than four feet have been completed.

Hazards and Hazardous Materials

Impact Finding: The Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP HAZ-1, HAZ-2, and HAZ-3. No mitigation measures are required.

Facts in Support of Finding:

Construction

The Phase I Environmental Site Assessment determined that asbestos-containing materials and lead-based paint may exist due to the date of construction of the existing buildings. Asbestos surveys and abatement would be required prior to demolition or renovation of the existing building. Compliance with these existing regulations, as ensured through the permitting process and included as PPP HAZ-1 and PPP HAZ-2, would reduce impacts related to routine transport and disposal of asbestos-containing materials and lead-based paint during construction activities to a less than significant level.

Operations

Any business that occupies a building within the Project that handles, stores, transports, or disposes of a substantial amount of hazardous materials or acute hazardous materials would require a permit. The Project includes development and operation of a gas station that would include underground storage tanks (USTs) for gasoline storage and dispensing. The Project would be required to comply with the provisions established by Title 23, Division 3, Chapter 16 related to USTs and SCAQMD Rule 461, Gasoline Storage and Dispensing (included as PPP HAZ-3) related to gas station operations, the California Safety and Health Code Regulations, the California Fire Code; Hazardous Materials Transportation Act requirements; and the Riverside County Fire and Environmental Health Departments requirements. The routine inspection of the gas station, the USTs, and all associated fuel delivery infrastructure, along with the continued mandated compliance with all federal, state, and local regulations, would ensure that the gas station proposed as part of the Project is operated in a non-hazardous manner and that impacts would be less than significant.

Compliance with existing regulations related to hazardous materials, which would be implemented during the City's permitting review, would reduce the potential of Project operations to pose a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, to a less than significant level.

Plans, Program and Policies:

PPP HAZ-1: SCAQMD Rule 1403. Prior to issuance of demolition permits, the Project applicant shall submit verification to the City Building and Safety Division that an asbestos survey has been conducted at all existing buildings located on the Project site. If asbestos is found, the Project applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule (SCAQMD) 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos

removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

PPP HAZ-2: Lead. Prior to issuance of demolition permits, the Project applicant shall submit verification to the City Building and Safety Division that a lead-based paint survey has been conducted at all existing buildings located on the Project site. If lead-based paint is found, the Project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.

PPP HAZ-3: SCAQMD Rule 461. Prior to issuance of operational permits for the gas station facility, the Project applicant or proponent shall submit verification to the City Building and Safety Division that compliance with South Coast Air Quality Management District Rule 461 has occurred. been conducted at all existing buildings located on the Project site. Rule 461 regulations require gas station facilities to have California Air Resource Board (CARB) certified enhanced vapor recovery systems, testing and reporting, and routine maintenance and inspection protocols.

Impact Finding: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP HAZ-1 through PPP HAZ-4, PPP WQ-1, and PPP WQ-2. No mitigation measures are required.

Facts in Support of Finding:

Construction

Implementation of the proposed Project could potentially result in the accidental release of hazardous materials. The use of BMPs during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (included as PPP WQ-1) would minimize potential adverse effects to workers, the public, and the environment.

The Project site contains two 20,000-gallon USTs and one 10,000-gallon UST that are used for diesel fuel. All potentially hazardous materials are required to be removed and handled according to the provisions of Title 22, Chapter 6.5 of the California Code of Regulations. In addition, soil sampling and testing of the UST sites is required to occur in accordance with Article 5 of the California Underground Storage Tank Regulations within Title 23, Division 3, Chapter 16, California Code of Regulations. Compliance with these existing regulations, as implemented through the County of Riverside Department of Environmental Health permitting process and included as PPP HAZ-4 would ensure that the Project applicant/proponent submits verification to the City that the appropriate activities related to removal of the USTs have occurred, which would reduce the potential of upset or accident conditions involving the release of hazardous materials from the USTs to a less than significant level.

Demolition of the older structures on site could result in the release of hazardous materials. However, contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403, as well as

file a Hazardous Waste Manifest. These requirements are included as PPP HAZ-1 to ensure that the Project applicant submits verification to the City that the appropriate activities related to asbestos have occurred, which would reduce the potential of impacts related to asbestos to a less than significant level.

Lead-based materials may also be located within existing structures in the Project area. The lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. These requirements are included as PPP HAZ-2 to ensure that the Project applicant submits verification to the City that the appropriate activities related to lead have occurred, which would reduce the potential of impacts related to lead-based materials to a less than significant level.

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). With implementation of existing regulations, impacts related to excavation including hazardous substances and materials would be less than significant.

Operations

Any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes of hazardous material (or waste) would require a hazardous materials handler permit and a Hazardous Materials Business Emergency Plan. Similarly, the proposed gas station would be required to comply with SCAQMD Rule 461 (included as PPP HAZ-3).

A Water Quality Management Plan (WQMP) (included as PPP WQ-2) is also required to be implemented for the Project. The BMPs that would be implemented as part of the WQMP would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project.

As a result, implementation of the proposed Project would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

Plans, Program and Policies:

PPP HAZ-1: SCAQMD Rule 1403. As listed previously.

PPP HAZ-2: Lead. As listed previously.

PPP HAZ-3: SCAQMD Rule 461. As listed previously.

PPP HAZ-4: USTs. Prior to issuance of grading permits or permits related to removal of the existing diesel Underground Storage Tanks (USTs), the Project applicant or proponent shall submit verification to the City Building and Safety Division that compliance with existing regulations, as implemented through the County of Riverside Department of Environmental Health permitting process has occurred. This includes development of a work plan for removal of the existing diesel USTs and soil sampling and testing of the UST sites in accordance with Article 5 of the California Underground Storage Tank Regulations within Title 23, Division 3, Chapter 16, California Code of Regulations.

PPP WQ-1a: NPDES/SWPPP. Prior to issuance of any grading or demolition permits, the applicant shall provide the City Building and Safety Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

PPP WQ-2a: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Division. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

Impact Finding: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 miles of an existing or proposed school.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP HAZ-1 through PPP HAZ-4. No mitigation measures are required.

Facts in Support of Finding: The Project site is located 0.14 mile east of three schools: George Washington Elementary, Victress Bower Elementary, and Auburndale Intermediate School are all located across Parkridge Avenue, west of the Project site.

Construction

All storage, handling, use, and disposal of these hazardous materials during Project construction are regulated by federal and state laws that are implemented by the City of Norco during construction permitting, such as those included as PPP HAZ-1 through PPP HAZ-4. In addition, the hazardous materials would travel in the opposite direction of the school facilities. Thus, the hazardous materials handled during construction of the Project would not travel past the school facilities and potential impacts to the schools related to transport of hazardous materials would not occur.

Operations

The future building occupants of the business park are not yet identified. Any business that handles, stores, transports, or disposes of substantial amounts or acute hazardous materials would require a permit from the Riverside Department of Environmental Health Hazardous Materials Branch and to implement a Hazardous Materials Business Emergency Plan. Compliance with existing regulations related to hazardous materials would reduce the potential of Project operations to pose a hazard to nearby schools to a less than significant level. In addition, any hazardous materials that are needed or transported for operation of the Project would travel to and from the site from the I-15 freeway, via Second Street, which is to the east of the Project site and the opposite direction of the school facilities. Thus, the hazardous materials would not travel past the school facilities.

Plans, Program and Policies:

PPP HAZ-1: SCAQMD Rule 1403. As listed previously.

PPP HAZ-2: Lead. As listed previously.

PPP HAZ-3: SCAQMD Rule 461. As listed previously.

PPP HAZ-4: USTs. As listed previously.

Hydrology and Water Quality

Impact Finding: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP WQ-2 and PPP WQ-3. No mitigation measures are required.

Facts in Support of Finding:

Construction

Demolition of existing structures, removal of existing contaminated soils, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality. The use of BMPs during construction implemented as part of a SWPPP as required by the NPDES General Construction Permit and the City's Municipal Code Chapter 15.70 would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant. An Erosion and Sediment Transport Control Plan prepared by a qualified SWPPP developer (QSD) is required to be included in the SWPPP for the Project (per PPP WQ-2). Compliance with the Statewide General Construction Activity Stormwater Permit requirements, the City's Municipal Code, and other applicable requirements would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operations

Operation of the proposed land uses could generate pollutants including trash, debris, oil residue, and other residue that could be deposited on streets, sidewalks, driveways, paved areas, and other surfaces and wash into receiving waters. Implementation of the proposed Project would comply with BMPs pursuant to NPDES requirements, and the City's Municipal Code (per PPP WQ-3). As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Project to result in a degradation of the quality of receiving waters. Adherence to the existing regulations would ensure that Project impacts related to degradation of water quality would be less than significant.

Plans, Program and Policies:

PPP WQ-2: A SWPPP Plan. All projects that develop one 1 acre or more of total land area or which are part of a large phased development that will disturb at least one acre of land are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) utilizing the model form in Appendix B of the 2003 CASQA Stormwater Best Management Practices (BMP) Handbook for

Construction and submit a copy of the plan to the City Engineering Department for review. A copy of the adopted SWPPP shall be kept in the construction site office at all times during construction.

PPP WQ-3: Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. The WQMP shall be submitted using the Riverside County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

Impact Finding: The Project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP WQ-2 and PPP WQ-3. No mitigation measures are required.

Facts in Support of Finding:

Construction

The existing NPDES Construction General Permit, as included in the City's Municipal Code Chapter 15.70, requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for the proposed construction activities. The SWPPP (included as PPP WQ-2) is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alternation of a drainage pattern during construction activities. With implementation of existing regulations provided in PPP WQ-2, impacts would be less than significant.

Operations

The South Norco Channel, which is a natural soft bottomed drainage, conveys off-site flows through the southeastern portion of the Project site in a southwesterly direction. The Project includes improvements to the South Norco Channel to accommodate the ultimate flow conditions; however, these improvements would not alter the course of the drainage. The improvements would improve the existing drainage course.

In addition, the onsite storm drain system for the Project is sized to adequately accommodate the stormwater flows from the Project area and would maintain the existing drainage pattern of the site. Implementation of the proposed Project would comply with the MS4 Permit requirements, which includes implementation of a WQMP (included as PPP WQ-3) that includes BMPs. Adherence to the existing regulations would ensure that Project impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

Plans, Program and Policies:

PPP WQ-2: As listed previously.

PPP WQ-3: As listed previously.

Impact Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP WQ-3. No mitigation measures were required or recommended.

Facts in Support of Finding: Development of the Project includes installation of a subsurface storm drain system that would capture runoff from impervious areas and drain it into one of three onsite infiltration basins. In addition to the storm drain system, landscaped areas within the Project site would receive runoff water from impervious surfaces and infiltrate it into the site soils.

The City of Norco Municipal Code Chapter 15.70 incorporates the requirements of the Riverside County Municipal NPDES Storm Water Permit, which requires new development projects to prepare a WQMP (per the Regional MS4 Permit) (included as PPP WQ-3). Adherence to the existing regulations as implemented by the City's Municipal Code would ensure that Project impacts related to storm water drainage and polluted runoff would be less than significant.

Plans, Program and Policies:

PPP WQ-3: As listed previously.

Impact Finding: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of existing regulations included as PPP WQ-3. No mitigation measures were required.

Facts in Support of Finding: The Project's use of BMPs during construction implemented as part of a SWPPP as required by the NPDES Construction General Permit and the City's Municipal Code Chapter 15.70 would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant. In addition, new development projects are required to implement a WQMP (per the Regional MS4 Permit) (included as PPP WQ-3) that would comply with the Riverside County DAMP. Therefore, operation of the proposed Project would not conflict or obstruct with a water quality control plan.

The GWMP for the Temescal Basin includes strategies for managing groundwater and concludes that the anticipated production of groundwater would remain steady from 2025 through 2040. The City's supply of water would be sufficient during both normal years and multiple dry year conditions to meet all of the City's estimated needs. Therefore, the Project would be consistent with the groundwater management plan and would not conflict with or obstruct its implementation.

Plans, Program and Policies:

PPP WQ-3: As listed previously.

Noise

Impact Finding: The Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The City hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of Mitigation Measure NOI-1.

Facts in Support of Finding: Operational noise levels that are estimated to occur from operation of the Project at the closest sensitive receiver locations, which would range from 29.1 to 49.7 dBA Lmax, which would be within the 55 dBA Leq daytime noise standard. However, it would exceed the nighttime standard of 45 dBA. Mitigation has been included to require 10-foot high barriers at the Project site boundary. Mitigated daytime operational noise levels would range from 29.1 to 44.8 dBA Leq and mitigated nighttime operational noise levels would range from 29.1 to 44.8 dBA Leq, which would not exceed the City's noise standards. With implementation of mitigation, impacts would be less than significant.

Mitigation Measures:

Mitigation Measure NOI-1: Operational Noise Measures. If receiver location R4 (2163 First Street) represents owned and/or occupied noise-sensitive uses at the time of Project operation, then minimum 10-foot high noise barriers are required at the truck loading dock areas. Each barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission loss of 20 dBA. The barriers shall consist of a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking. The noise barriers shall be constructed using the following materials:

- Masonry block;
- Earthen berm;
- Or any combination of construction materials capable of the minimum weight of 4 pounds per square foot or a minimum transmission loss of 20 dBA.

Tribal Cultural Resources

Impact Finding: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.

Facts in Support of Finding: The Cultural Resources Assessment describes that the entire Project area has been heavily disturbed, as a result of previous agricultural and development activities. This includes ground disturbance to depths for installation of the existing utility infrastructure that serves the project site. The modification and disturbance associated with the extensive development and agricultural activities within the Project area has eradicated any near-surface record of prehistoric, ethnohistoric, or historic-era behavioral activities. Based on the results of the cultural resources records search and survey, the Project area is considered to have low sensitivity for presence of tribal cultural resources, and it is unlikely that crews will encounter significant cultural resources during project development.

However, because of the long history of human occupation in the Norco area, Mitigation Measure CUL-2 has been included to mitigate the potential impacts of inadvertent discoveries of potential resources during construction activities. Additionally, the Project would be subject to CEQA Guidelines Section 15064.5, PRC Section 21083.2 and 5097.9, and Health and Safety Code Section 7050.5, to properly recover and evaluate any TCRs if encountered. Therefore, with implementation of Mitigation Measures CUL-2 and TCR-1 would reduce impacts to a less than significant level.

Mitigation Measures:

Mitigation Measure CUL-2: Archaeological Resources. As listed previously.

Mitigation Measure TCR-1: Native American Human Remains and Inadvertent

Discoveries. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Norco Building and Safety Division, from a qualified Native America monitor from a Tribe that is traditionally and culturally affiliated with the project location (TCA Tribe) stating that the Native American Monitor has been retained to provide on-call services in the event tribal cultural resources (TCRs) are discovered. The monitor shall conduct a Native American Indian Sensitivity Training for construction personnel. The training session includes a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered.

Prior to the start of ground disturbing activities, the project developer shall designate a location within the footprint of the project site for the respectful reburial of Native American human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the Riverside County Coroner. Pursuant to California Health and Safety Code, Section 7050.5, all construction activity shall be diverted while the Riverside County Coroner determines if the remains are Native American.

If the Riverside County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the Riverside County Coroner. Reburial will be in an appropriate setting. If the Riverside County Coroner determines the remains to be modern, the Riverside County Coroner shall take custody of the remains.

If Native American, the Riverside County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. The discovery shall be confidential and secure to prevent further disturbance. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. A Consulting Tribe (TCA Tribe, one that is traditionally and culturally affiliated with the project location) shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. No scientific study or the utilization of any invasive diagnostics shall be allowed to any Native American human remains. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container onsite if possible. These items shall be retained and reburied within six months of recovery. If tribal cultural resources have to be collected, a Native American monitor from a TCA tribe must be present during the recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. Once complete, a final report of all activities shall be submitted to the NAHC.

6. FINDINGS FOR SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

Where the City has determined pursuant to CEQA Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2) that "Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency," the City's findings is referred to herein as "Finding 2." Based upon the analysis in the EIR, none of the potentially significant environmental impacts require changes or alterations that are within the responsibility and jurisdiction of another public agency, other than the City, and Finding 2 was not made for any of the potentially significant impacts.

Where, as a result of the environmental analysis of the Project, the City has determined that either (1) even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, or (2) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the City has found in accordance with CEQA Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3) that "Specific economic, legal, social, technological, or other considerations,

including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report,” referred to herein as “Finding 3.”

Air Quality

Impact Finding: Operation of the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

The City hereby makes Finding 3 and determines that this impact is Significant and Unavoidable after implementation of Mitigation Measures AQ-1 through AQ-6.

Facts in Support of Findings: Over 89 percent (by weight) of all Project operational-source emissions would be generated by mobile sources (vehicles). As detailed in the Project Description’s sustainability design features include that all on-site outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) would be powered by electricity or non-diesel fueled engines. In addition, the majority of VOC emissions result from consumer products, such as cleaning supplies, kitchen aerosols, cosmetics and toiletries.

Draft EIR Table 5.2-9 shows that net emissions from the Project would exceed regional operational thresholds of significance established by the SCAQMD for emissions of VOC and NOx. As a result, Mitigation Measure AQ-2 would be implemented, which would require heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds have a 2010 model year engine or newer or be equipped with a particulate matter trap. Mitigation Measure AQ-4 would be implemented to install signs at loading dock facilities that restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged. Mitigation Measure AQ-5 requires electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building; and Mitigation Measure AQ-6 requires that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling.

However, with compliance with existing rules, and implementation of the mitigation measures, emissions would continue to exceed regional thresholds of significance established by the SCAQMD for emissions of VOC and NOx. The City of Norco does not have the ability to reduce the approximately 89 percent of all operational-source emissions (by weight) that would be generated by vehicles. Therefore, operation of the Project would result in VOC and NOx emissions that would be significant and unavoidable.

Mitigation Measures:

Mitigation Measure AQ-2: Watering Actively Graded Areas. As listed previously.

Mitigation Measure AQ-3: Diesel Trucks. As listed previously.

Mitigation Measure AQ-4: Idling Regulations. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations.

Mitigation Measure AQ-5: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.

Mitigation Measure AQ-6: Transportation Management. The Project plans and specifications shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.

Cultural Resources

Impact Finding: The Project would cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

The City hereby makes Finding 3 and determines that this impact is Significant and Unavoidable after implementation of Mitigation Measures CUL-1 and CUL-3.

Facts in Support of Finding: The Historical Resource Analysis Report (Urbana 2019) determined that the Norco Egg Ranch meets the definition of an historical resource and is locally eligible for designation under Municipal Code Title 20 and under the criteria of the CRHR. The four contributing structures include the Eisen Residence and Garage, the original Egg Processing Building, and the modern Egg Processing Building. The period of significance for the property related to the CRHR designation is 1956 through circa 1965.

Under the City of Norco Landmark criteria A, the Contributing Structures are associated with poultry farming. The remaining historic-period buildings are from the earliest period in the ranch's history and are utilitarian and non-descript with only a moderate level of integrity. In addition, their historic setting has been compromised by the removal of other historic-period buildings associated with the ranch. the local importance of this business outweighs the lack of integrity between the Contributing Structures and the remaining historic-period buildings. Therefore, in addition to meeting CRHR Criterion 1 and 2, the Norco Egg Ranch is considered to be significant under the City's Landmark criterion A.

Under the City of Norco Landmark criterion B, the Contributing Structures are associated with the locally prominent Eisen family and their Norco Egg Ranch. The utility and nondescript

remnants of the Norco Egg Ranch do not physically convey the story of the Eisen's or their business, but they are the last remaining historic-period buildings and were locally important.

Demolition or removal of the Norco Egg Ranch, specifically its Contributing Structures: the Eisen Residence, the Eisen Residence Garage, the original Egg Processing Building, and the modern Egg Processing Building, would result in a significant impact to an historical resource. Preservation of the Contributing Structures and the Norco Egg Ranch is not feasible for a number of reasons.

As a result, Mitigation Measure CUL-1 and Mitigation Measure CUL-3 are included. However, demolition of a historical resource cannot be mitigated to a less-than-significant level. Therefore, impacts related to Norco Egg Ranch would remain significant and unavoidable after implementation of Mitigation Measure CUL-1 and Mitigation Measure CUL-3.

Mitigation Measures:

Mitigation Measure CUL-1: Historic American Buildings Survey Documentation. Prior to demolition of any structures, a Historic American Buildings Survey (HABS) Level II documentation package shall be prepared for the Norco Egg Ranch Contributing Structures: the Eisen Residence and Garage, the original Egg Processing Building, and the modern Egg Processing Building. Large format photography shall be used for each building, with supplemental digital views of the buildings in the Field Records section of the package. Additionally, the contributing/character-defining landscape and hardscape features shall be accounted for in large format views.

Mitigation Measure CUL-3: Interpretive Sign or Exhibit. The project shall install on-site signage or a historic exhibit detailing the historical appearance and uses at the property related to the Norco Egg Ranch and the Eisen Family.

Land Use and Planning

Impact Finding: The Project would cause a significant environmental impact due to conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The City hereby makes Finding 3 and determines that this impact is Significant and Unavoidable after implementation of Mitigation Measures CUL-1 and CUL-3.

Facts in Support of Finding: As detailed in Draft EIR Section 5.10, *Land Use and Planning*, the proposed Project has been prepared in conformance with the goals and policies of the City of Norco General Plan. The proposed Project would be consistent with most of the applicable General Plan policies; however, the Project would conflict with policies related to preservation and rehabilitation of historic resources and significant impacts related to historic resources would occur, as detailed in Draft EIR Table 5.10-4. As a result, a significant and unavoidable impact related to a conflict with a General Plan policy that was adopted for the purpose of avoiding or mitigating an environmental effect would occur.

Transportation

Impact Finding: The Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The City hereby makes Finding 3 and determines that this impact is Significant and Unavoidable after implementation of Mitigation Measure TR-1.

Facts in Support of Finding: As detailed in Draft EIR Section 5.13, *Transportation*, the proposed Project would result in traffic impacts within the City of Norco and on Caltrans facilities. The EIR has provided mitigation measures that would reduce the impacts of the proposed Project, however, impacts would remain significant and unavoidable, as described below.

Existing Plus Project

Intersections. In the existing plus Project condition, the Project would result in impacts at Parkridge Avenue (West) and Second Street, Hamner Avenue and Second Street, and I-15 NB Ramps and Second Street. The Mitigation Measures for these deficiencies would reduce impacts to a less than significant level. However, the I-15 NB Ramps and Second Street intersection is under the jurisdiction of Caltrans, and the City of Norco cannot guarantee implementation of the improvements within Caltrans jurisdiction. In addition, the City of Norco does not have a formally adopted plan or program for the implementation of improvements at the intersections of Parkridge Avenue (West) and Second Street, and Hamner Avenue and Second Street. As a result, traffic impacts in the existing plus Project condition would be significant and unavoidable.

Traffic Signal Warrant. In the existing plus Project condition, the intersection of Mountain Avenue and Second Street is anticipated to warrant a traffic signal in the existing plus Project traffic condition. Therefore, implementation of Mitigation Measure TR-1, which would require a fair share payment of costs related to implementation of a traffic signal at this location would be required. However, the City does not have a formally adopted plan or program that would ensure implementation of this improvement. Therefore, impacts related to this impact would be considered significant and unavoidable.

Freeway Segments and Merge/Diverge Locations. The addition of Project traffic in the existing plus Project condition would not result in new freeway segments operating at an unacceptable LOS (i.e., LOS E or worse) during the peak hours. However, the I-15 southbound north of Second Street currently operates at a LOS E in the a.m. peak hour and the Project would add 50 or more one-way peak hour trips to this intersection in the a.m. peak hour. Therefore, impacts related to freeway merge/diverge would be significant and unavoidable in the existing plus Project condition. Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects, and the City of Norco cannot implement improvements on Caltrans facilities. Thus, there is no feasible mitigation available, and impacts would be significant and unavoidable.

Opening Year (2022) Plus Project

Intersections. In the 2022 plus Project condition, the intersections of Pacific Avenue and Second Street and I-15 NB Ramps & Second Street are anticipated to result in an unacceptable LOS with the addition of traffic from the Project during the p.m. peak hour. In addition, the

Project would add to the already deficient conditions at 6 other intersections. With payment of the fair share contribution for identified improvements to these impacted intersections, the Project's share of impacts would be mitigated. However, the City of Norco does not have a formally adopted plan or program for the implementation of these improvements. Also, the construction/implementation of these improvements is dependent upon the payment of similar fees by other projects that contribute to the cumulative impact. As such, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain. Therefore, impacts are considered significant and unavoidable even with implementation of Mitigation Measure TR-1. In addition, the intersection of I-15 and Second Street is under the jurisdiction of Caltrans; and the City of Norco cannot guarantee implementation of Caltrans improvements. As a result, traffic impacts to intersections in the opening year 2022 plus Project condition would be cumulatively significant and remain significant and unavoidable.

Horizon Year (2040) Plus Project

Intersections. In the 2040 plus Project condition, the Project would add to the anticipated deficient conditions at several intersections. Roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the Project pays its fair share. However, the City of Norco does not have a formally adopted plan or program for the implementation of these improvements. Also, many improvement areas are under the jurisdiction of Caltrans and the City of Norco cannot guarantee implementation of the improvements outside of its jurisdiction. As a result, traffic impacts to intersections in the horizon year 2040 plus Project condition would be cumulatively significant and unavoidable.

Off-Ramp Queuing. The I-15 northbound ramps at Second Street is anticipated to experience queuing issues in the a.m. peak hour without the Project in 2040. The addition of traffic from the Project after 2040 would not result in queuing impacts at any other location; however, the Project would add to the deficient conditions at the I-15 northbound ramps at Second Street. The improvements consist of modifying the intersection to add a northbound left turn lane, as listed below in Section 5.13-10, Mitigation Measures. However, Caltrans has no fee programs or other improvement programs in place to implement this mitigation measure. In addition, the City of Norco cannot implement or guarantee implementation of improvements on Caltrans facilities. Thus, the proposed Project would result in cumulatively considerable significant impacts at the I-15 northbound ramps at Second Street in the a.m. peak hour in the horizon year 2040.

Freeway Ramp Junction Merge/Diverge Locations. The addition of Project traffic in the 2040 plus Project condition would not result in new freeway segments operating at an unacceptable LOS (i.e., LOS E or worse) during the peak hours. However, the I-15 southbound north of Second Street would operate at a LOS E in the a.m. peak hour and the Project would add 50 or more one-way peak hour trips to this location in the a.m. peak hour. Therefore, impacts related to freeway merge/diverge would be significant and unavoidable in the 2040 plus Project condition. As described previously, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects, and the City of Norco cannot implement improvements on Caltrans facilities. Thus, there is no feasible mitigation available, and impacts would be significant and unavoidable.

Mitigation Measures:

Mitigation Measure TR-1: Prior to issuance of occupancy permits for the buildings that are proposed by the Project, Project applicants/developers shall make fair-share payments to the City of Norco toward implementation of the following traffic improvements:

Opening Year (2022) Plus Project Improvements

- Parkridge Avenue (West) & Second Street. (#10 Norco): Modify the intersection to install a traffic signal and an eastbound left turn lane.
- Parkridge Avenue (East) & Second Street. (#11 Norco): Modify the intersection to install a traffic signal and a westbound left turn lane.
- Hamner Avenue & Second Street (#25 Norco): Modify the intersection to provide a 2nd southbound left turn lane. Stripe a southbound right turn lane. Restripe the eastbound approach to provide two left turn lanes, one through lane, and one shared through-right turn lane. Restripe the westbound approach to provide two left turn lanes, one through lane, and one right turn lane. Modify the traffic signal to run the northbound and southbound left turns as lead-lag, with the southbound left turn running as lag, protect the eastbound and westbound left turns, and run the eastbound and westbound left turns as lead-lag, with the westbound left running as lag. As such, northbound/southbound and eastbound/westbound left turns will run separately (not concurrently).
- Hamner Avenue & Mountain Avenue/Hidden Valley Parkway (#27 Norco): Modify the intersection to stripe a northbound right turn lane. Restripe the westbound shared left-through lane to a westbound left turn lane. Modify the traffic signal to provide overlap phasing for the northbound and westbound right turn lanes.
- I-15 Northbound Ramps & Second Street (#32 Caltrans/Norco): Modify the intersection to add a northbound left turn lane.

Horizon Year (2040) Plus Project Improvements

- River Road & Corydon Street (#1 Norco/Corona): Modify the intersection to add a 2nd northbound left turn lane. North and southbound left turns may need to operate with lead-lag phasing in order to accommodate the future alignment of the turn lanes.
- River Road & Lincoln Avenue (#3 Norco/Corona): Modify the intersection to add a 2nd southbound left turn lane and add a westbound right turn lane. The existing median may need to be removed to accommodate the 2nd southbound left turn lane.
- Pacific Avenue & Second Street (#12 Norco): Modify the intersection to install a traffic signal, restripe the eastbound approach to provide a left turn lane and a shared through-right lane, and add a westbound left turn lane.
- Mountain Avenue & First Street (#22 Norco): Modify the intersection to install a traffic signal, add a southbound, eastbound, and westbound left turn lane, add a southbound right turn lane, and add a 2nd westbound through lane.
- Hamner Avenue & Second Street (#25 Norco): Modify the intersection to restripe the northbound right turn lane as a shared through-right turn lane.
- Hamner Avenue & Mountain Avenue/Hidden Valley Parkway (#27 Norco): Restripe the intersection to provide a 3rd through lane and add a southbound right turn lane.
- Main Street & Parkridge Avenue (#28 Corona): Restripe the northbound free-right turn lane as a shared through-right turn lane. Restripe the eastbound approach to provide two left turn lanes and one shared through-right turn lane.

- I-15 Southbound Ramps & Second Street (#29 Caltrans/Norco): Modify the intersection to add an eastbound right turn lane.

7. FINDINGS FOR GROWTH INDUCEMENT

Section 15126.2(d) of the State CEQA Guidelines requires the EIR to address the growth-inducing impact of the Project. Draft EIR Section 8.0 evaluates the potential for the Project to affect economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

Employment Related Growth

The Project would result in approximately 3,417 new jobs/employment opportunities. In addition, the proposed business park would stimulate economic activity, as intended by the existing Gateway Specific Plan. The Southern California Association of Governments (SCAG) growth projections estimates that employment in the City of Norco will increase from 19,000 in 2020 to 25,700 in 2040, which is an increase of 6,700 jobs or 35 percent. The employment generated by the Project would be within, and not exceed, SCAG's population forecast. As such, the Project would result in direct employment growth at a level that is already anticipated in regional projections; and thus, would be less than significant.

Infrastructure Obstacles to Growth

The Project would provide improvements to infrastructure to serve the Project including various roadway improvements, which would provide safe passage to the Project site; but would not extend roadways into new undeveloped areas that would allow for additional growth and development. The Project would also install new and/or improved water, sewer, and stormwater drainage facilities that would accommodate the proposed Project and would connect to the existing infrastructure. The water and sewer improvements would be designed to serve the proposed Project and/or be consistent with Riverside County master infrastructure plans and would not be designed with excess capacity. Thus, the infrastructure improvements would not result in significant growth inducing impacts. The Project includes offsite drainage infrastructure improvements, which would be developed to the specifications of the Riverside County Flood Control Master Drainage Plan that are planned improvements to meet the anticipated build out of the area, including the anticipated development of the Gateway Specific Plan. The drainage improvements would not accommodate growth beyond the existing needs of the area.

Economic Growth

The Project would implement economic activity that is intended by the Gateway Specific Plan and would result in an improvement in the jobs-household ratio by providing employment within the largely residential City of Norco, which is a benefit of the proposed Project. In addition, the location of the new employment opportunities would be easily accessible from I-15 and would also accommodate employees in surrounding communities. The City of Norco has had unemployment rates ranging between 3.7 and 11.4 percent over the last 10 years (EDD, 2019), and most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the City and surrounding communities. Thus, due to the unemployment and the availability of a workforce, it is anticipated that new jobs that would be generated from implementation of the Project would be filled by people within Norco and surrounding communities and would not induce an unanticipated influx

of new labor into the region or the need for additional housing. Additionally, the proposed business park would develop locations for new business and services. Thus, the Project would not result in the need to develop additional business or services to serve the increased economic activities that would result from the Project. Therefore, impacts would be less than significant.

Impacts of Growth

All physical environmental effects from construction or development of the proposed Project has been analyzed in the Draft EIR. For example, activities such as excavation, grading, and construction as required for the proposed business park were analyzed in the Draft EIR Sections 5.2, *Air Quality*, 5.7, *Greenhouse Gas Emissions*, 5.11, *Noise*, and 5.13, *Transportation*. Therefore, construction of the proposed Project has been analyzed in the EIR and would be adequately mitigated through implementation of existing regulations, plans, policies, and programs and/or mitigation measures.

8. FINDINGS FOR SIGNIFICANT IRREVERSIBLE EFFECTS

Section 15126.2(c) of the CEQA Guidelines requires that an EIR discuss “any significant irreversible environmental changes which would be involved in the proposed action should it be implemented.” Generally, a project would result in significant irreversible environmental changes if one of the following scenarios is involved:

- The Project would involve a large commitment of nonrenewable resources.
- Irreversible damage can result from environmental accidents associated with the Project.
- The proposed consumption of resources is not justified (e.g., the Project results in the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project area would be committed to business park uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (Draft EIR Section 5.1, *Aesthetics*).
 - Increased traffic on area roadways (Draft EIR Section 5.13, *Transportation*).
 - Emissions of air pollutants associated with Project construction and operation (Draft EIR Section 5.2, *Air Quality*).
 - Consumption of non-renewable energy associated with construction and operation of the Project due to the use of automobiles, lighting, heating and cooling systems, appliances, and the like (Draft EIR Section 5.5, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic associated with the Project (Draft EIR Section 5.11, *Noise*).
- Construction of the Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

Regarding energy usage from the Project, as demonstrated in the analyses contained in Draft EIR Section 5.5, *Energy*, the Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, the Project includes sustainability features that result in additional energy-efficiency.

9. FINDINGS REGARDING ALTERNATIVES

Key provisions of the State CEQA Guidelines relating to an alternatives analysis (Section 15126.6 et seq.) are summarized below:

- The discussion of alternatives shall focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more-costly.
- The “No Project” alternative shall be evaluated along with its impact. The “No Project” analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the Project is not approved.
- The range of alternatives required in an EIR is governed by a “rule of reason”; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

Rationale for Selecting Potentially Feasible Alternatives

The alternatives must include a no-project alternative and a range of reasonable alternatives to the Project if those reasonable alternatives would attain most of the Project objectives while substantially lessening the potentially significant project impacts. The range of alternatives discussed in an EIR is governed by a “rule of reason,” which the State CEQA Guidelines Section 15126.6(f)(3) defines as:

. . . set[ting] forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in the State CEQA Guidelines Section 15126.6(f)(1)) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, and whose implementation is remote or speculative.

For purposes of this analysis, the Project alternatives are evaluated to determine the extent to which they attain the basic Project objectives, while significantly lessening any significant effects of the Project.

Alternatives Considered and Rejected

Alternative Site: An alternative site was considered and eliminated from further consideration. For this Project, there are no suitable alternative sites within the control of the Project applicant (or the City of Norco as much of the City is built-out). An alternative site would likely have similar impacts to traffic and air quality after mitigation as the Project. Given the size and nature of the proposed Project and the project objectives, it would be impractical and infeasible to propose the Project on an alternate site in the area. Also, given the size of the proposed Project, a similarly sized project at an alternative location elsewhere within the South Coast Air Basin would result in the same project-level or cumulative air quality and transportation impacts. Although development of the Project on an alternative site – if one were even available – would avoid the impacts to the Norco Egg Ranch, there are other environmental impacts that would remain adverse and significant at an alternative site, such as air quality and transportation. For these reasons, the City concluded that analysis of an alternative site for the proposed Project is neither meaningful nor necessary, because the significant impacts resulting from the Project would not be avoided or substantially lessened by its implementation.

Relocation of Norco Egg Ranch Contributing Elements: Relocation of the Norco Egg Ranch Contributing Elements was considered and eliminated from further consideration because it would not reduce impacts related to historic resources. There are four Contributing Structures: the Eisen Residence and Garage, the original Egg Processing Building, and the modern Egg Processing Building located on the Project site that are considered historically significant. Relocation of the Eisen Residence and/or the other Contributing Elements would offer an opportunity to memorialize the Eisen's and the Norco Egg Ranch as important individuals and places in Norco history, but the four contributing buildings would no longer communicate their historical use as the Norco Egg Ranch, and as such would not physically convey their identified significance under CRHR Local Criterion 1/A or 2/B. The association with egg ranching, and with the Eisen's as important poultry farmers, would be lost if the building(s) were to be moved offsite. Therefore, the significant historic resource impacts would not be avoided or substantially lessened by relocation of the resources and this potential alternative was eliminated from further consideration.

Alternatives Selected for Analyses

The CEQA Guidelines indicate that an EIR must "describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of

the Project, and evaluate the comparative merits of the alternatives" (Guidelines Sec. 15126.6[a]). The City of Norco analyzed in the following 3 alternatives.

- No Project/No Build Alternative
- Reduced Intensity Alternative
- Historic Resource Retention Alternative

Alternative 1: No Project/No Build Alternative

Under this alternative, the proposed Project would not be developed, and no development would occur. The existing egg processing facility, building remnants, and single-family residential uses would remain. In accordance with the CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."

Accordingly, Alternative 1: No Project/No Build provides a comparison between the environmental impacts of the proposed Project in contrast to the result from not approving, or denying, the proposed Project. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

Ability to Reduce Impacts: The No Project/No Build Alternative would eliminate the significant and unavoidable impacts related to air quality, historic resources, land use and planning, and transportation that would occur from implementation of the proposed Project. This alternative would also eliminate the impacts related to biological resources, archaeological resources, paleontological resources, noise, and tribal cultural resources that would require mitigation to be reduced to a less than significant level under the proposed Project. In addition, the No Project/No Build Alternative would reduce the Project's less than significant impacts related to GHG emissions, public services, utilities, and energy.

However, the No Project/No Build Alternative would not provide removal and disposal of hazardous substances on the Project site, and would not implement the Gateway Specific Plan, which are benefits of the proposed Project. Section 15126.6(e)(3)(C) also directs the Lead Agency to consider what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. Given that the site had been previously developed, access to the site is provided by existing streets, the availability of infrastructure, and the scarcity of undeveloped land in the City available for redevelopment, the Project site would most likely be considered for development in the future for uses consistent with the Gateway Specific Plan.

Ability to Achieve Project Objectives: Implementation of the No Project/No Build Alternative would stop any new development from occurring within the Project site, and none of the Project objectives would be achieved under this alternative. The No Project/No Build Alternative would not diversify the City of Norco economy with a mixed-use business park, redevelop former egg ranching properties in the economic nucleus of the City left underutilized with the departure of egg ranching from California, redevelop the underutilized area to provide new employment needs that are compatible with surrounding land uses, and the other objectives listed in Draft EIR Table 7-2.

Finding: The City of Norco finds that the No Project/No Build Alternative is infeasible based on several economic and social factors. The No Project/No Build Alternative would not implement the Gateway Specific Plan, would not diversify the City of Norco economy with a mixed-use business park, would not redevelop former egg ranching properties in the economic nucleus of the City, and it would not redevelop the underutilized area to provide new employment needs that are compatible with surrounding land uses. The No Project/No Build Alternative fails to meet any of the Project objectives and is rejected on that basis. Thus, the City Council rejects the No Project/No Build Alternative on the following grounds, each of which provide a separate and independent basis for the rejection: (1) the No Project/No Build Alternative would not achieve any of the economic goals of the City with respect to redevelopment and re-utilization of the Project site; and (2) the No Project/No Build Alternative fails to meet any of the Project objectives.

Alternative 2: Reduced Intensity Alternative

Under the Reduced Intensity alternative, only Phase 1 of the proposed Project would occur, which includes development of 18 business park industrial buildings that include 1,456,075 square feet of space and three commercial buildings that would provide 21,410 square feet of space. Under this alternative, the proposed industrial warehousing and business park use would be reduced by a minimum of 18 buildings and a total of 572,515 square feet or a 28 percent reduction in square footage at build out. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on Mountain Avenue, First Street, and Second Street.

Ability to Reduce Impacts. The Reduced Intensity Alternative would reduce the volume of vehicular trips, which would decrease the impacts related to air quality emissions and traffic. However, significant and unavoidable impacts related to historic resources, land use and planning, air quality, and transportation would continue to occur from implementation of this alternative. This alternative would reduce potential impacts related to biological resources, archaeological resources, paleontological resources, noise, and tribal cultural resources compared to the proposed Project. However, the mitigation required for implementation of the proposed Project would continue to be required for the Reduced Intensity Alternative to reduce impacts to a less than significant level. Overall, although the volume of impacts would be less by the Reduced Intensity Alternative in comparison to the proposed Project, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the proposed Project or eliminate the need for mitigation.

Ability to Achieve Project Objectives. Implementation of the Reduced Intensity Alternative would meet the Project objectives, but some of them would not be met to the extent as would be achieved by the proposed Project, as listed in Draft EIR Table 7-2. The Reduced Intensity Alternative would provide for the development of industrial business park and commercial uses on the underdeveloped Norco Egg Ranch Property. Because the Reduced Intensity Alternative provides 572,515 square feet less of industrial business park space than the proposed Project, it would have the ability to attract fewer or smaller businesses and less employment opportunities to area residents. In addition, the smaller development would provide less flexibility to meet the needs of an ever-changing business market.

Finding: The City of Norco finds that the Reduced Intensity Alternative is infeasible based on several economic and social factors. A key consideration for the City is to diversify the City of Norco economy by developing the Project site consistent with the General Plan and Gateway

Specific Plan to provide additional employment opportunities. The Reduced Intensity Alternative would attract fewer or smaller businesses and less employment opportunities to area residents and would provide less flexibility to meet the needs of an ever-changing business market. Thus, the Reduced Intensity Alternative would not achieve the Project objectives to the same extent as the proposed Project, would continue to result in significant and unavoidable impacts, and would continue to require mitigation. The Reduced Intensity Alternative is rejected on that basis. Thus, the City Council rejects the Reduced Intensity Alternative on the following grounds, each of which provide a separate and independent basis for the rejection: (1) the Reduced Intensity Alternative reduces the economic feasibility of the proposed Project by reducing development without eliminating the need for a similar level of mitigation; (2) the Reduced Intensity Alternative fails to meet the Project objectives to the same extent as the proposed Project; and (3) the Reduced Intensity Alternative would not avoid the significant and unavoidable impacts of the proposed Project.

Alternative 3: Historic Resource Retention Alternative

The Historic Resource Retention Alternative would retain and the four contributing elements of the Norco Egg Ranch that include the Eisen Residence and Garage, the original Egg Processing Building, and the modern Egg Processing Building. This alternative includes redesign of the Project to avoid removal of the historic resources, the stabilization of unoccupied contributing elements, and the continued use of the Norco Egg Ranch buildings for egg processing activities. Retention of the four contributing elements of the Norco Egg Ranch would reduce Phase 1 of the Project by approximately 500,000 square feet, or 34.3 percent, and would reduce the overall proposed Project by 24.4 percent. Under this alternative, the 60-foot main driveway would be redesigned and shifted south of Building 13; the other two driveways would be removed, leaving only two driveways for Phase 1. Six buildings would be removed for the Project (Building 10, 14, 15, 16, 17, 18) and three others would be reduced in size (Building 7, 9 and 13). Street improvements along Mountain Avenue north of the northern driveway, including the horse trail, would not be possible to implement because the modern Egg Processing Building is immediate adjacent to Mountain Avenue, leaving insufficient width for improvements.

Ability to Reduce Impacts. The Historic Resource Retention Alternative would retain the four contributing elements of the Norco Egg Ranch that include the Eisen Residence and Garage, the original Egg Processing Building, and the modern Egg Processing Building, which would avoid impacts to the historical resource on the Project site. Likewise, this alternative would not conflict with any policies related to preservation of historic resources. As a result, impacts related to a conflict with a General Plan policy that was adopted for the purpose of avoiding or mitigating an environmental effect would not occur from implementation of the Historic Resource Retention Alternative.

In addition, the Historic Resource Retention Alternative would reduce the volume of vehicular trips, which would decrease the impacts related to air quality and traffic. However, significant and unavoidable impacts related to air quality, and transportation would continue to occur from implementation of this alternative. This alternative would result in similar potential impacts related to biological resources, archaeological resources, paleontological resources, noise, and tribal cultural resources compared to the proposed Project; and the mitigation required for

implementation of the proposed Project would continue to be required for the Historic Resource Retention Alternative to reduce impacts to a less than significant level. Overall, although the volume of impacts would be less by the Historic Resource Retention Alternative in comparison to the proposed Project, it would not eliminate the need for mitigation to reduce impacts related to these resources.

Ability to Achieve Project Objectives. Implementation of the Historic Resource Retention Alternative would not achieve the Project objectives to redevelop former egg ranching properties in the economic nucleus of the City left underutilized with the departure of egg ranching from California. In addition, other objectives that include diversification of the economy, providing additional employment opportunities, implementation of the General Plan and Gateway Specific Plan, and provision of a western/southwestern/early Californian design character, would not be met to the extent as would be achieved by the proposed Project.

Finding: The City of Norco finds that the Historic Resource Retention Alternative is infeasible based on several economic and social factors. A key consideration for the City is to diversify the City of Norco economy by developing the Project site consistent with the General Plan and Gateway Specific Plan to provide additional employment opportunities. The Historic Resource Retention Alternative would not fully implement the Gateway Specific Plan and would not provide a western/southwestern/early Californian design character in the historic portion of the site. It would also attract fewer businesses and less employment opportunities to area residents and would provide less flexibility to meet the needs of an ever-changing business market. In addition, it would continue to result in significant and unavoidable impacts related to air quality, and transportation; and it would continue to require mitigation. The Historic Resource Retention Alternative is rejected on that basis. Thus, the City Council rejects the Historic Resource Retention Alternative on the following grounds, each of which provide a separate and independent basis for the rejection: (1) the Historic Resource Retention Alternative reduces the economic feasibility of the proposed Project by reducing development without eliminating the need for a similar level of mitigation; (2) the Historic Resource Retention Alternative fails to meet several of the Project objectives; and (3) the Historic Resource Retention Alternative would not avoid the significant and unavoidable impacts of the proposed Project.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

The Environmentally Superior Alternative for the proposed Project would be the No Project/No Build Alternative. The Environmentally Superior Alternative among the other alternatives is the Historic Resource Retention Alternative, which would retain the four contributing elements of the Norco Egg Ranch that include the Eisen Residence and Garage, the original Egg Processing Building, and the modern Egg Processing Building. This alternative would avoid impacts to the

historical resource on the Project site. Likewise, the Historic Resource Retention Alternative would not conflict with any policies related to preservation of historic resources. As a result, impacts related to a conflict with a General Plan policy that was adopted for the purpose of avoiding or mitigating an environmental effect would not occur from implementation of the Historic Resource Retention Alternative. In addition, potential impacts from this alternative are less than the proposed Project. However, the environmental topic areas that would require mitigation under the proposed Project would continue to be required for the Historic Resource Retention Alternative to reduce impacts to a less than significant level, and the significant and unavoidable impacts related to air quality, and transportation would remain.

Additionally, the Historic Resource Retention Alternative would not meet the Project objective to redevelop former egg ranching properties in the economic nucleus of the City left underutilized with the departure of egg ranching from California. In addition, other objectives that include diversification of the economy, providing additional employment opportunities, implementation of the General Plan and Gateway Specific Plan, and provision of a western/southwestern/early Californian design character, would not be met to the extent as would be achieved by the proposed Project.

CEQA does not require the City of Norco to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm.

10. STATEMENT OF OVERRIDING CONSIDERATIONS

Introduction

The City of Norco is the Lead Agency under CEQA for preparation, review and certification of the EIR for the Palomino Business Park Project. As the Lead Agency, the City is also responsible for determining the potential environmental impacts of the proposed action and which of those impacts are significant, and which can be mitigated through imposition of mitigation measures to avoid or minimize those impacts to a level of less than significant. CEQA then requires the Lead Agency to balance the benefits of a proposed action against its significant unavoidable adverse environmental impacts in determining whether or not to approve the proposed Project. In making this determination the City is guided by CEQA Guidelines Section 15093 which states:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal (sic) project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action

based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

In addition, Public Resources Code Section 21081(b) requires that where a public agency finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in an EIR and thereby leave significant unavoidable effects, the public agency must also find that overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project.

Pursuant to Public Resources Code Section 21081(b) and the State CEQA Guidelines Section 15093, the City has balanced the benefits of the proposed Project against the unavoidable adverse impacts associated with the Project and has adopted all feasible mitigation measures with respect to these impacts. The City also has examined alternatives to the proposed Project, none of which both meet the Project objectives and is environmentally preferable to the proposed Project for the reasons discussed in the Findings and Facts in Support of Findings.

The City of Norco, as the Lead Agency for this Project, and having reviewed the EIR for the Palomino Business Park Project, and reviewed all written materials within the City's public record and heard all oral testimony presented at public hearings, adopts this Statement of Overriding Considerations, which has balanced the benefits of the Project against its significant unavoidable adverse environmental impacts in reaching its decision to approve the Project.

Overriding Considerations

The City, after balancing the specific economic, legal, social, technological, and other benefits of the Project, has determined that the unavoidable adverse environmental impacts identified above may be considered acceptable due to the following specific considerations which outweigh the unavoidable, adverse environmental impacts of the Project, each of which standing alone is sufficient to support approval of the Project, in accordance with CEQA Section 21081(b) and CEQA Guideline Section 15093.

- **The Project diversifies the local economy.** The Project enhances the local economy by providing for diversification, additional job and business development opportunities commensurate with forecasted growth and consistent with the City's General Plan and the Gateway Specific Plan.
- **Implements the General Plan and the Gateway Specific Plan.** The Project would redevelop the Project site in compliance with the existing Gateway Specific Plan land use designations.
- **Project facilitates economic development consistent with the General Plan.** Consistent with the General Plan and Gateway Specific Plan, the Project is intended to facilitate the economic development of the City by creating an expanded employment base, providing new employment opportunities and attracting new businesses.

- **Project is consistent with and maintains the City's unique design values.** The project implements a western/southwestern/early Californian architectural theme and provides equestrian trail improvements to maintain the City's equestrian character.
- **The Project provides both traditional and alternative transportation mode benefits.** The Project would implement roadway, equestrian trail, and infrastructure improvements that would provide social and other benefits to the City's residents.
- **The Project redevelops property associated with a no-longer feasible industrial use.** The Project implements a forward-looking economic use on property that is currently underutilized as a former egg ranch, a use that is no longer viable in Southern California.
- **The Project creates a high quality, mixed-use and master planned development.** The Project proposes a high quality, master planned mixed-use light industrial business park that will attract an array of businesses and provide a variety of employment opportunities in the city of Norco thereby reducing the need for members of the local workforce to commute outside the area for employment.

EXHIBIT B

MITIGATION MONITORING AND REPORTING PROGRAM

Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Environmental Impact Report has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "...reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that adopted mitigation measures are successfully implemented for the Palomino Business Park Project (Project). The City of Norco is the Lead Agency for the Project and is responsible for implementation of the MMRP. This report describes the MMRP for the Project and identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures in the MMRP.

Mitigation Monitoring and Reporting Program

The MMRP for the Project will be active through all phases of the Project, including design, construction, and operation. The attached table identifies the mitigation program required to be implemented by the City for the Palomino Business Park Project. The table identifies the Standard Conditions; Plan, Program, Policies (PPPs); and mitigation measures required by the City to mitigate or avoid significant adverse impacts associated with the implementation of the Project, the timing of implementation, and the responsible party or parties for monitoring compliance.

The MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed. As individual Plan, Program, Policies; and mitigation measures are completed, the compliance monitor will sign and date the MMRP, indicating that the required actions have been completed.

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**TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM
THE PALOMINO BUSINESS PARK PROJECT EIR**

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AIR QUALITY			
<p>Plan, Program, or Policy PPP AQ-1: SCAQMD Rule 403 (4). The following measures shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 403 (4):</p> <ul style="list-style-type: none"> o All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. o The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less. 	<p>In Construction Plans and Specifications. Prior to Demolition and Construction Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Plan, Program, or Policy PPP AQ-2: SCAQMD Rule 1113 (9). The following measure shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 1113 (9). Only “Low-Volatile Organic Compounds” paints (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113 shall be used.</p>	<p>In Construction Plans and Specifications. Prior to Construction Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Plan, Program, or Policy PPP AQ-3 Gasoline Service Station. The project shall comply with applicable SCAQMD Rules for the operation of a gasoline service station, including, but not limited to:</p> <ul style="list-style-type: none"> • Rule 201, which is a permit to construct. • SCAQMD Rule 203, which is a permit to operate. • SCAQMD Rule 212, which has standards for approving permits and issuing public notices. • SCAQMD Rule 461, which regulates the transfer of gasoline. • SCAQMD Rule 1401 and 1401.1, which provides screening-level risk estimates for fueling stations, including those placed near schools. 	<p>Prior to approval of Conditional use Permit for a Gasoline Service Station.</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>Mitigation Measure AQ-1: Tier 4. The construction plans and specifications shall state that construction equipment greater than 150 horsepower (>150 HP) shall comply with EPA/CARB Tier 4 emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.</p>	<p>In Construction Plans and Specifications. Prior to Construction Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Mitigation Measure AQ-2: Watering Actively Graded Areas. The construction plans and specifications shall state that during site preparation and grading activity all actively graded areas within the Project site shall be watered at 2.1-hour watering intervals (e.g., 4 times per day) or a movable sprinkler system shall be in place to ensure minimum soil moisture of 12% in maintained for actively graded areas. Moisture content shall be verified with use of a moisture probe by the grading contractor.</p>	<p>In Construction Plans and Specifications. Prior to Construction Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Mitigation Measure AQ-3: Diesel Trucks. The construction plans and operational specifications shall state that contractors and building operators (by contract specifications) shall ensure that on-road heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds will have a 2010 model year engine or newer or will be equipped with a particulate matter trap, as available.</p>	<p>In Construction Plans and Operational Specifications. Prior to Construction and Operational Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Mitigation Measure AQ-4: Idling Regulations. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations.</p>	<p>In Operational Plans and Specifications. Prior to Operation Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Mitigation Measure AQ-5: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications shall</p>	<p>In Operational Plans and Specifications. Prior to Operation</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>Standard Condition/ Plan, Program, Policy / Mitigation Measure include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.</p>	<p>Permits</p>		
<p>Mitigation Measure AQ-6: Transportation Management. The Project plans and specifications shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.</p>	<p>In Operational Plans and Specifications. Prior to Operation Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Mitigation Measure AQ-7: Construction Electrical Hookups. During construction activity, electrical hook ups to the power grid for electric construction tools, such as saws, drills and compressors, and using electric tools shall be provided where feasible.</p>	<p>In Construction Plans and Operational Specifications. Prior to Construction and Operational Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Mitigation Measure AQ-8: Loading Dock Electrical Hookups. Prior to the issuance of an occupancy permit for any building that contains refrigerated or freezer warehouse storage, the City shall ensure that the building plans include conduit for the installation of electrical hookup at loading dock spaces that will be utilized for the loading/unloading of temperature controlled goods.</p>	<p>In Construction Plans and Operational Specifications. Prior to Construction and Operational Permits</p>	<p>City of Norco Building and Safety Division</p>	
BIOLOGICAL RESOURCES			
<p>Mitigation Measure BIO-1: Burrowing Owl. Project construction plans and specifications shall state that a qualified biologist shall conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If the species is found, the Project proponent shall immediately inform the Wildlife Agencies</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>(CDFW, USFWS) and the Regional Conservation Authority (RCA), and shall coordinate with these agencies to prepare and implement a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If the species is not found, no further action is needed.</p>			
<p>Mitigation Measure BIO-2: Jurisdictional Areas. Prior to the issuance of any grading permit for areas identified with jurisdictional features, the Project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. Through the permitting and subject to approval by the regulatory agencies, the applicant shall compensate for Project-specific impacts at a minimum 1:1 ratio for USACE/RWQCB and CDFW unvegetated streambed, and a minimum 2:1 ratio for riparian vegetation through the purchase of rehabilitation, reestablishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed.</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Mitigation Measure BIO-3: Nesting Birds. Project construction plans and specifications shall state that as feasible, vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including diskings, demolition activities, and grading. The survey shall include those areas proposed for disturbance within 45 days. If additional areas are proposed for disturbance, a new nesting bird survey that covers those areas shall be conducted. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>Mitigation Measure BIO-4: Determination of Biologically Equivalent or Superior Preservation. Prior to the issuance of any grading permit for areas identified as MSHCP riparian/riverine areas, the Project proponent shall obtain approval of a Determination of Biologically Equivalent or Superior Preservation (DBESP) from the CDFW.</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>CULTURAL RESOURCES</p>			
<p>Mitigation Measure CUL-1: Historic American Buildings Survey Documentation. Prior to demolition of any structures, a Historic American Buildings Survey (HABS) Level II documentation package shall be prepared for the Norco Egg Ranch Contributing Structures: the Eisen Residence and Garage, the original Egg Processing Building, and the modern Egg Processing Building. Large format photography shall be used for each building, with supplemental digital views of the buildings in the Field Records section of the package. Additionally, the contributing/character-defining landscape and hardscape features shall be accounted for in large format views.</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>Mitigation Measure CUL-2: Archaeological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Norco Building and Safety Division, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. A qualified archaeologist shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, a Native American Monitor shall be contacted to evaluate the resources and shall have the opportunity to consult with the City and/or project developer on appropriate treatment and curation of these resources. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>Mitigation Measure CUL-3: Interpretive Sign or Exhibit. The project shall install on-site signage or a historic exhibit detailing the historical appearance and uses at the property related to the Norco Egg Ranch and the Eisen Family.</p>	<p>In Project Design Plans and Specifications. Prior to Operational Permits</p>	<p>City of Norco Planning Division and Building and Safety Division</p>	
GEOLOGY AND SOILS			
<p>Plan, Program, or Policy PPP GEO-1: CBC Compliance. The Project is required to comply with the California Building Standards Code as included in the City's Municipal Code to preclude significant adverse effects associated with seismic and soils hazards. California Building Code related and geologist and/or civil engineer specifications for the proposed Project shall be incorporated into grading plans and building specifications as a condition of construction permit approval.</p>	<p>In Construction Plans and Specifications. Prior to Construction Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Mitigation Measure PAL-1: Paleontological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Norco Building and Safety Division, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by Riverside County, stating that the paleontologist has been retained to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require paleontological monitoring of excavation that exceeds depths of five feet. The PRIMP shall state that the Project paleontologist may re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>than four feet have been completed.</p> <p>In the event that paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.</p> <p>Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.</p>			
HAZARDS AND HAZARDOUS MATERIALS			
<p>Plan, Program, or Policy PPP HAZ-1: SCAQMD Rule 1403. Prior to issuance of demolition permits, the Project applicant shall submit verification to the City Building and Safety Division that an asbestos survey has been conducted at all existing buildings located on the Project site. If asbestos is found, the Project applicant shall follow all</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>procedural requirements and regulations of South Coast Air Quality Management District Rule (SCAQMD) 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.</p>			
<p>Plan, Program, or Policy PPP HAZ-2: Lead. Prior to issuance of demolition permits, the Project applicant shall submit verification to the City Building and Safety Division that a lead-based paint survey has been conducted at all existing buildings located on the Project site. If lead-based paint is found, the Project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Plan, Program, or Policy PPP HAZ-3: SCAQMD Rule 461. Prior to issuance of operational permits for the gas station facility, the Project applicant or proponent shall submit verification to the City Building and Safety Division that compliance with South Coast Air Quality Management District Rule 461 has occurred. been conducted at all existing buildings located on the Project site. Rule 461 regulations require gas station facilities to have California Air Resource Board (CARB) certified enhanced vapor recovery systems, testing and reporting, and routine maintenance and inspection protocols.</p>	<p>In Operational Plans and Specifications. Prior to Operational Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Plan, Program, or Policy PPP HAZ-4: USTs. Prior to issuance of grading permits or permits related to removal of the existing diesel Underground Storage Tanks (USTs), the Project applicant or proponent shall submit verification to the City Building and Safety Division that compliance with existing regulations, as implemented through the County of Riverside Department of Environmental Health permitting process has occurred. This includes development</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>of a work plan for removal of the existing diesel USTs and soil sampling and testing of the UST sites in accordance with Article 5 of the California Underground Storage Tank Regulations within Title 23, Division 3, Chapter 16, California Code of Regulations.</p> <p>Plan, Program, or Policy PPP WQ-1a: NPDES/SWPPP. Prior to issuance of any grading or demolition permits, the applicant shall provide the City Building and Safety Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Plan, Program, or Policy PPP WQ-2a: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Division. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>City of Norco Building and Safety Division</p>	
HYDROLOGY AND WATER QUALITY			
<p>Plan, Program, or Policy PPP WQ-1: Hydrology Study. A hydrology study and drainage analysis prepared and signed by a Civil Engineer registered in the State of California in accordance with the Riverside County Hydrology Manual and the City of Norco's Standards and Guidelines is required. Additional drainage facilities may be required as a result of the findings of this study.</p>	<p>In Construction Plans and Specifications. Prior to Demolition, Grading, and Construction Permits</p>	<p>City of Norco Building and Safety Division</p>	
<p>Plan, Program, or Policy PPP WQ-2: A SWPPP Plan. All projects</p>	<p>In Construction Plans</p>	<p>City of Norco Building</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>that develop one 1 acre or more of total land area or which are part of a large phased development that will disturb at least one acre of land are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) utilizing the model form in Appendix B of the 2003 CASQA Stormwater Best Management Practices (BMP) Handbook for Construction and submit a copy of the plan to the City Engineering Department for review. A copy of the adopted SWPPP shall be kept in the construction site office at all times during construction.</p>	<p>and Specifications. Prior to Grading and Construction Permits</p>	<p>and Safety Division</p>	
<p>Plan, Program, or Policy PPP WQ-3: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Building and Safety Division. The WQMP shall be submitted using the Riverside County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.</p>	<p>In Construction Plans and Specifications. Prior to Grading and Construction Permits</p>	<p>City of Norco Building and Safety Division</p>	
NOISE			
<p>Mitigation Measure NOI-1: Operational Noise Measures. If receiver location R4 (2163 First Street) represents owned and/or occupied noise-sensitive uses at the time of Project operation, then minimum 10-foot high noise barriers are required at the truck loading dock areas. Each barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission loss of 20 dBA. The barriers shall consist of a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking. The noise barriers shall be constructed using the following materials:</p>	<p>In Construction Plans and Specifications and Site Verification</p>	<p>City of Norco Planning Division and Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<ul style="list-style-type: none"> • Masonry block; • Earthen berm; • Or any combination of construction materials capable of the minimum weight of 4 pounds per square foot or a minimum transmission loss of 20 dBA. 			
TRANSPORTATION			
<p>Mitigation Measure TR-1: Fair Share Payments: Prior to issuance of occupancy permits for the buildings that are proposed by the Project, Project applicants/developers shall make fair-share payments to the City of Norco toward implementation of the following traffic improvements:</p> <p>Opening Year (2022) Plus Project Improvements</p> <ul style="list-style-type: none"> • Parkridge Avenue (West) & Second Street. (#10 Norco): Modify the intersection to install a traffic signal and an eastbound left turn lane. • Parkridge Avenue (East) & Second Street. (#11 Norco): Modify the intersection to install a traffic signal and a westbound left turn lane. • Hamner Avenue & Second Street (#25 Norco): Modify the intersection to provide a 2nd southbound left turn lane. Stripe a southbound right turn lane. Restripe the eastbound approach to provide two left turn lanes, one through lane, and one shared through-right turn lane. Restripe the westbound approach to provide two left turn lanes, one through lane, and one right turn lane. Modify the traffic signal to run the northbound and southbound left turns as lead-lag, with the southbound left turn running as lag, protect the eastbound and westbound left turns, and run the eastbound and westbound left turns as lead-lag, with the westbound left running as lag. As such, northbound/southbound and eastbound/westbound left turns will run separately (not concurrently). • Hamner Avenue & Mountain Avenue/Hidden Valley Parkway (#27 Norco): Modify the intersection to stripe a 	Approval of Development Agreement	City of Norco Planning Division and Building and Safety Division	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>northbound right turn lane. Restripe the westbound shared left-through lane to a westbound left turn lane. Modify the traffic signal to provide overlap phasing for the northbound and westbound right turn lanes.</p> <ul style="list-style-type: none"> • I-15 Northbound Ramps & Second Street (#32 Caltrans/Norco): Modify the intersection to add a northbound left turn lane. <p>Horizon Year (2040) Plus Project Improvements</p> <ul style="list-style-type: none"> • River Road & Corydon Street (#1 Norco/Corona): Modify the intersection to add a 2nd northbound left turn lane. North and southbound left turns may need to operate with lead-lag phasing in order to accommodate the future alignment of the turn lanes. • River Road & Lincoln Avenue (#3 Norco/Corona): Modify the intersection to add a 2nd southbound left turn lane and add a westbound right turn lane. The existing median may need to be removed to accommodate the 2nd southbound left turn lane. • Pacific Avenue & Second Street (#12 Norco): Modify the intersection to install a traffic signal, restripe the eastbound approach to provide a left turn lane and a shared through-right lane, and add a westbound left turn lane. • Mountain Avenue & First Street (#22 Norco): Modify the intersection to install a traffic signal, add a southbound, eastbound, and westbound left turn lane, add a southbound right turn lane, and add a 2nd westbound through lane. • Hamner Avenue & Second Street (#25 Norco): Modify the intersection to restripe the northbound right turn lane as a shared through-right turn lane. • Hamner Avenue & Mountain Avenue/Hidden Valley Parkway (#27 Norco): Restripe the intersection to provide a 3rd through lane and add a southbound right turn lane. • Main Street & Parkridge Avenue (#28 Corona): Restripe the northbound free-right turn lane as a shared through-right turn 			

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>lane. Restripe the eastbound approach to provide two left turn lanes and one shared through-right turn lane.</p> <ul style="list-style-type: none"> • I-15 Southbound Ramps & Second Street (#29 Caltrans/Norco): Modify the intersection to add an eastbound right turn lane. 			
TRIBAL CULTURAL RESOURCES			
<p>Mitigation Measure TCR-1: Native American Human Remains and Inadvertent Discoveries</p> <p>Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Norco Building and Safety Division, from a qualified Native America monitor from a Tribe that is traditionally and culturally affiliated with the project location (TCA Tribe) stating that the Native American Monitor has been retained to provide on-call services in the event tribal cultural resources (TCRs) are discovered. The monitor shall conduct a Native American Indian Sensitivity Training for construction personnel. The training session includes a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered. Prior to the start of ground disturbing activities, the project developer shall designate a location within the footprint of the project site for the respectful reburial of Native American human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the Riverside County Coroner. Pursuant to California Health and Safety Code, Section 7050.5, all construction activity shall be diverted while the Riverside County Coroner determines if the remains are Native American.</p> <p>If the Riverside County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the</p>	<p>In Construction Plans and Specifications. Prior to Grading and Construction Permits</p>	<p>City of Norco Planning Division and Building and Safety Division</p>	

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>same manner of respect with agreement of the Riverside County Coroner. Reburial will be in an appropriate setting. If the Riverside County Coroner determines the remains to be modern, the Riverside County Coroner shall take custody of the remains.</p> <p>If Native American, the Riverside County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. The discovery shall be confidential and secure to prevent further disturbance. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. A Consulting Tribe (TCA Tribe, one that is traditionally and culturally affiliated with the project location) shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. No scientific study or the utilization of any invasive diagnostics shall be allowed to any Native American human remains. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites.</p> <p>Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container onsite if possible. These items shall be retained and reburied within six months of recovery. If</p>			

Standard Condition/ Plan, Program, Policy / Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>tribal cultural resources have to be collected, a Native American monitor from a TCA tribe must be present during the recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p> <p>Once complete, a final report of all activities shall be submitted to the NAHC.</p>			

RESOLUTION 2020-04

A RESOLUTION BY THE PLANNING COMMISSION OF THE CITY OF NORCO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE SITE PLAN 2017-15 FOR DEVELOPMENT OF 18 INDUSTRIAL BUILDINGS AND 3 WATER QUALITY CONTROL BASINS, ON 81.65 ACRES LOCATED SOUTH OF SECOND STREET, EAST OF PACIFIC AVENUE, WEST OF MOUNTAIN AVENUE, AND NORTH AND SOUTH OF FIRST STREET. SITE PLAN 2017-15.

WHEREAS, CAP ROCK ACQUISITIONS, LLC (Applicant) initiated an application for site plan approval for the development of 18 industrial buildings totaling approximately 1,445,125 square feet and 3 water quality control basins on 81.65 acres located south of Second Street, east of Pacific Avenue, west of Mountain Avenue and both north and south of First Street, and within the Gateway Specific Plan (Site Plan 2017-15); and

WHEREAS, said application has been duly submitted to said City's Planning Commission for decision at a public hearing for which proper notice was given; and

WHEREAS, notice of public hearing on said petition has been given in the manner and for times required by law; and

WHEREAS, at the time set at 7 p.m. on May 13, 2020, within the Council Chambers at 2820 Clark Avenue, Norco, California, 92860, said petition was scheduled for hearing before the Planning Commission for the City of Norco; and

WHEREAS, at said time and place, said Planning Commission heard and considered both oral and written evidence, and

WHEREAS, the Planning Commission considered Resolution 2020-04 recommending that the City Council approve Site Plan 2017-15 subject to conditions; and

WHEREAS, the City of Norco, acting as the Lead Agency, has determined that the project as mitigated is consistent with the conclusions in the Environmental Impact Report (EIR) prepared for the Palomino Business Park Project, which this Planning Commission has found was prepared pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq.) (CEQA), the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and the City of Norco Environmental Guidelines. The Planning Commission has, by separate Resolution, recommended that the City Council certify the Project's EIR, and adopt findings and a Statement of Overriding Considerations.

NOW, THEREFORE, the Planning Commission of the City of Norco does hereby make the following FINDINGS AND DETERMINATION:

I. FINDINGS:

- A. The proposed site plan, as conditioned, complies with all applicable requirements of the General Plan, Gateway Specific Plan (GSP), Norco Municipal Code, and the Zoning Ordinance in that the zoning is consistent with the Industrial General Plan Land Use Designation and the Industrial District of the GSP. Furthermore, the site plan and building elevations are designed in accordance with the zoning and Gateway Specific Plan design/development standards that provide for 100 foot setbacks along Pacific Avenue and Second Street. The setback area includes off-street parking, landscaping, and offset building elevations to reduce the building mass adjacent residential uses and mitigating the taller building height.
- B. The proposal is not detrimental or non-desirable to the public convenience or general welfare of the persons residing or working in the surrounding neighborhood since the project has been designed for compatibility.
- C. The City of Norco as lead agency has determined that the project as mitigated is consistent with the conclusions in the Environmental Impact Report prepared for the Palomino Business Park Project, which this Planning Commission has found was prepared pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq.) (CEQA), the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and the City of Norco Environmental Guidelines. The Planning Commission has, by separate Resolution, recommended that the City Council certify the Project's EIR, and adopt findings and a Statement of Overriding Considerations.

II. DETERMINATION:

The Planning Commission of the City of Norco, California, in a session assembled May 13, 2020, recommends that the aforesaid application for Site Plan Approval (Site Plan 2017-15) be approved by the Norco City Council, subject to the conditions provided in Section 18.40.10 of the City of Norco Municipal Code, and including but not limited to, the following conditions:

1. Approval is based on Exhibit "B" – Site Plan, and Exhibit "C" – Building Elevations, dated received on October 24, 2017, and incorporated herein by reference and on file with the Planning Division. Development shall occur as shown unless otherwise noted in these conditions.

2. The recorded owner of the property shall submit to the Planning Division, for recorded purposes, written evidence of agreement with all conditions of this approval before said permit shall become effective.
3. The project shall be in compliance with all City of Norco Municipal Codes, Ordinances and Resolutions. Non-compliance with any provisions of the Norco Municipal Code not specifically waived or conditioned by the Planning Commission or City Council in compliance with City procedures shall constitute cause for revocation and/or termination of the approvals granted under authority of permit.
4. In the event conditions for approval by the Planning Commission or City Council (as the case may be) require the revision of plans as submitted, the applicant shall submit four copies of the approved plan (revised to incorporate conditions for approval) to the Planning Division for record purposes for approval of any grading and/or building permits.
5. The subject property shall be developed in accordance with approved plans and specifications on file with the City of Norco Planning Division.
6. This is not an approval to begin work. No work shall be commenced until the City of Norco and developer has completed an approved Development Agreement and the City has issued building permits and all other appropriate permits.
7. The developer shall submit for necessary permits from the Building Division and pay all applicable City of Norco development fees prior to issuance of any permits.
8. Said approval shall become null and void unless building permits for all construction authorized by this approval have been issued within two years after the granting of such approval and pursued diligently to completion. Provided, however, that the Planning Director may extend approvals for up to six months, and provided that after consulting with the City Engineer and Fire Chief, it is found that there would be no new requirements due to changes in the Code and the plan as approved meets all present development standards.
9. No occupancy of any building and/or structure shall be permitted which is not in compliance with approved plans and excepting upon specific review and approval of any "as built" modifications by the Planning Director as appropriate. Provided further, that no expansion of use beyond the scope and nature described in this application which would tend to increase the projected scale of operations shall be permitted except upon application for, and approval of, modification of this application in compliance with all procedures and requirements thereto.

10. Building elevations, building colors and materials shall be as approved by the Planning Commission or City Council. Minor deviations from the approved colors and materials approved shall be subject to the approval of the Planning Director prior to their application. Material boards and colored renderings shall be presented to the Planning Division as part of the permanent file.
11. No sign is authorized by approval of this site plan. Plans for any sign(s) proposed to be placed upon this site shall first be submitted to the Planning Division for approval of a sign permit, and to the Building Division for issuance of a building permit.
12. Approval shall be granted by the Planning Division of all walls and fences, landscaping plans (precise schedule), and exterior lighting prior to issuance of building permits.
13. All landscaped areas shall be provided with a water-conserving automatic irrigation system. A detailed landscaping and underground irrigation plan which utilizes drought-resistant plants, along with the application fee, shall be submitted to the Planning Division for approval. Such plans shall indicate plant and tree types, sizes, and the location and dimensions of all landscaped areas and irrigation lines. Trees shall be minimum 24-inch planter box or 15-gallon container trees, whichever is better for long-term survival of the particular species. Shrubs to be installed shall be minimum 5-gallon container. Landscape plans shall include a water budget in accordance with the State Water Conservation in Landscaping Act. The inside dimensions of any designated landscape planters adjacent to parking/maneuvering areas which allow vehicle approaches to overhang into said planter areas shall not be credited towards meeting the minimum landscaped area requirements.
14. All landscaped areas shall be maintained in a healthy and thriving condition free from weeds, trash, and debris as a condition of this approval. Failure to do so may be cited as a violation of these conditions of approval and may warrant further action by the City. The property owner is responsible for maintenance of on-site and off-site landscaping.
15. A detailed on-site photometric lighting plan, and application fee, shall be submitted for review and approval by the Planning Division prior to issuance of building permits. Said plan shall indicate style, illumination, location, height, and method of shielding, so as not to adversely affect adjacent properties or streets. On-site lighting shall be directed inward to the project and sheltered from view, as much as possible, from the adjacent property. Lighting plans shall be submitted to the Planning Division, separate from architectural and structural plans for building permits.

16. All ground-mounted utility appurtenances such as transformers shall be located out of public view of the main building area and adequately screened through the use or combination of concrete masonry walls, berms, and landscaping to the satisfaction of the Planning Division.
17. Any mechanical equipment such as: air conditioning, heating or cooling equipment, etc. and/or appurtenant ducts, vents, pipes or cable which are proposed to be mounted either on top of, or outside of, any building or structure shall be subject to review and approval by the Planning Director prior to the issuance of building permits. Plans showing the nature, extent, and location of all such appendages and method of architectural integration, visual, and acoustical treatment of the same shall be submitted to the Planning Division for review and approval prior to issuance of building permits.
18. Trash enclosures shall not be located adjacent to combustible construction or underneath windows or unprotected eaves. A trash enclosure is required and shall be designed to meet City standards in locations as indicated on the site plan and/or in a location approved by Waste Management. The trash enclosure shall be placed on a concrete pad and screened on three sides with a six-foot high solid masonry wall in conformance with City standards (or approved otherwise), and shall be equipped with a six-foot high, sight-obscuring gate and "man" entrance and permanent roof cover, subject to approval of the Planning Division. The trash enclosure shall be a minimum size for two and a half bins (lengthwise), minimum one bin for trash and the other bin for recycling. Any owner or tenant of any building that produces organic waste, as defined by the City or state guidelines, must be provided adequate spacing in the trash enclosure for an organics cart or bin.
19. The developer and subsequent owners shall participate in recycling programs that are in compliance with state requirements and the City's recycling program, and shall place or modify existing recycling enclosures as required and approved by the City.
20. Pursuant to California Public Resources Code (PRC) section 42649.81 (e), the owner or property manager must provide the City a copy of any agreement or contract for landscape services to ensure that organics waste generated by those services is being managed in accordance with the PRC section 42649.81 (b).
21. Standard parking spaces shall be maintained for customer and employee parking as required by the Norco Municipal Code. The number of accessible parking spaces shall be provided in accordance with the adopted Building Code. Parking shall remain clear and accessible to the public during normal business hours.

22. All parking stalls shall be 9'x20' in size with a maximum two-foot overhang into the designated landscape planters where applicable.
23. A designated path-of-travel access shall be provided and maintained to all buildings from the right-of-way, and shall be designated on all site plans for building permit purposes
24. There shall be no sound amplification system provided which projects sound outside the confines of the building except as may be specifically approved by the Planning Director upon application for such system. In the event of approval of any such system, technical details of the system (i.e., loud speaker, paging, etc.) shall be subject to review and approval by the Planning Director prior to installation. Provided further, that sound levels shall be controlled as to not exceed 55 PndbA (CNEL) at property line, and shall be so certified by a registered acoustical engineer.
25. Any stop work order caused by a failure to make application for building permits with the City of Norco will be cause for revocation proceedings to begin.
26. The proposed project lies within the Western Riverside Council of Governments (WRCOG) area-wide Multi-Species Habitat Conservation Plan (MSHCP). The City has adopted the MSHCP program, and this project shall be subject to the payment of these fees prior to the issuance of building permits.
27. A bond or surety device shall be posted and an agreement executed to the satisfaction of the City Engineer and City Attorney, guaranteeing completion of all public improvements. NOTE: Upon acceptance by the City Council of the public improvements and installation of any necessary erosion control devices, the City will release the Labor and Materials bond within 180 days, and reduce the Faithful Performance Bond to 10 percent of the original amount and release it after a period of one year if no liens have been filed and the work remains in satisfactory condition.
28. No onsite construction activity work shall be permitted after 6 p.m. or before 7 a.m. or on Saturdays, Sundays or holidays without prior written approval from the Planning Director. No offsite construction activity work shall be permitted after 4 p.m. or before 7 a.m. or on Saturdays, Sundays or holidays without prior written approval from the Director of Public Works.
29. The applicant shall submit a current title report (no more than 30 days old) for the project site showing all existing property ownership, easements and rights of title.

30. Driveway approaches shall be constructed in accordance with City standards as approved by the City Engineer.
31. All on-site driveways and parking areas shall be constructed in accordance with City Standards as approved by the City Engineer.
32. A City of Norco Encroachment Permit shall be obtained for all work in the public right-of-way prior to the start of work. All work shall be done in accordance with City Standards, and/or as otherwise specified to the satisfaction of the City Engineer and completed prior to certificate of occupancy for any Phase 1 building.
33. This development shall be served by underground utilities. All sewer, water, and storm drain utility locations shall be incorporated into the public improvement plans and shall be prepared on 24"x36" mylar, by a registered civil engineer, for approval by the City Engineer. A plan check fee of a percentage of the estimated public improvement costs shall be paid prior to plan approval.
34. The applicant shall obtain written authorization granting permission for any work to be completed on property in which he is not the sole owner. A copy of this written authorization shall be submitted to the City Engineer's office prior to start of work.
35. The proposed project lies within an area subject to an area-wide Transportation Uniform Mitigation Fee (TUMF). The City has adopted the TUMF program, and this project shall be subject to the payment of these fees prior to the issuance of building permits unless exempted by ordinance.
36. The applicant shall submit a preliminary soils report, prepared by a California licensed soils engineer, prior to issuance of grading permit.
37. An on-site precise grading, paving and drainage plan shall be prepared for this project by a registered civil engineer for approval by the City Engineer. Plans shall be on 24"x36" mylar sheets with mass grading and drainage shown at a maximum scale of 1" = 40'. Precise grading information, such as drainage swales and hardscape may be included if the plan is prepared at 1"= 30' or larger. The applicant's engineer shall submit a rough grade certification stipulating completion of all grading operations in conformance with the approved plan prior to the issuance of building permits
38. Prior to issuance of a grading permit, a complete hydrology and hydraulic study shall be prepared by a registered civil engineer for approval by the City Engineer. Those recommendations of the report, as approved by the City Engineer, shall be incorporated into the public improvement plans and site development plans prior to their approval.

39. The applicant shall participate in the Master Drainage Plan improvement facility identified for the project site and shall be responsible for its construction and shall dedicate those drainage easements to the City as are determined necessary to the City Engineer.
40. The project engineer shall include an erosion control plan as part of the precise grading plan, providing for installation of approved erosion control devices (sand-bags, desilting basins, etc.) during all phases of construction. Maintenance of the necessary erosion control devices shall be the responsibility of the applicant. Any emergency repair to these devices performed by City forces shall be billed to the applicant and paid for prior to the release of Certificate of Occupancy.
41. All slopes shall be a maximum of 2:1, unless a slope stability analysis prepared by a registered soils engineer is submitted recommending steeper slope gradients. Review and approval of this analysis shall be at the sole discretion of the City Engineer and in no case shall slopes steeper than 1.5:1 be permitted. Slopes greater than 5 feet in height and slopes adjacent to street right-of-way shall be planted and irrigated with an approved plant material. Review and approval of corresponding landscaping/irrigation plans shall be performed by the Planning Division.
42. A registered civil engineer or landscape architect shall prepare street tree planting, parkway landscaping and irrigation plans on standard size sheets for approval by the City Engineer and Planning Director. Plans shall be submitted at the time of initial submission of all improvement plans. All street tree installations shall conform to the Urban Forest Specification and Standards as approved by the Streets, Trails and Utilities Commission and City Council.
43. Off-site landscaping must be included on the on-site landscaping plans, which shall be submitted for review and approval by the Planning and Engineering Divisions.
44. Street right-of-way (ROW) dedications (if not existing) shall be required as follows along public streets where Eisen Family trust properties or properties under contract to Cap Rock Acquisitions front:
 - Pacific Avenue: 60-foot ROW
 - Second Street: 88-foot ROW
 - Mountain Avenue: 88-foot ROW
 - First Street: 88-foot ROW
45. All street improvements associated with the Palomino Business Park EIR including the non-project sides of streets where ROW exists and any properties of the

Eisen Family Trust or that are under contract to Cap Rock Acquisitions that are not part of Phases 1 or 2, are required with Phase 1 of this project to the required City width and standards for the streets and widths identified in Condition 43. Improvements will consist of full street replacement for Pacific Avenue, Second Street, Mountain Avenue, and First Street where the ROW exists or will be dedicated by the developer and shall be completed prior to the issuance of any certificate of occupancy for any Phase of onsite construction the Developer elects to begin first. Full street improvement/replacement includes the construction of trails on all public streets and a sidewalk on Mountain Avenue adjacent to the project (Phases 1 and 2). A registered civil engineer shall prepare street improvement plans on 24" x 36" mylar for approval by the City Engineer. Striping and signing shall be included as part of these plans, when required. Striping and legends shall be thermoplastic paint. A plan check deposit will be required prior to plan checking and standard fees shall be paid prior to plan approval.

46. Street signals shall be installed as approved by the City Engineer at the intersections of First Street and Mountain Avenue, Second Street and Mountain Avenue, and at the main entry into Palomino Business Park on Mountain Avenue prior to the issuance of a certificate of occupancy for any building in Phases 1 or 2.
47. The applicant shall dedicate all vehicular access rights to Pacific Avenue, Second Street, Mountain Avenue, and First Street, except across driveway openings as indicated on the approved site plan prior to issuance of a building permit.
48. The project shall be connected to the City's sewer system; and the applicant shall pay all associated connection fees to the City of Norco, prior to building permit issuance. Any existing sewer connections shall be properly abandoned per City Standards and to the satisfaction of the City Engineer.
49. The project shall be connected to the City's water system; and the applicant shall pay all associated connection fees to the City of Norco, prior to building permit issuance. Any existing water connections shall be properly abandoned per City Standards and to the satisfaction of the City Engineer.
50. Separate water meters shall be required for each building and/or units.
51. Separate water services shall be provided for all on-site and off-site landscape irrigation.
52. The property shall be served by a single 6" or 8" private sewer lateral with a city standard manhole located at the property line.

53. All onsite water (domestic, irrigation, fire supply) and sewer improvements shall be privately maintained.
54. The sizing of water services shall be determined based on water flow calculations submitted by a civil engineer and approved by the City Engineer.
55. All on-site and off-site water services (domestic, irrigation, and fire supply) are required to have a City-approved backflow prevention device to be installed to City standards.
56. A preliminary Water Quality Management Plan (WQMP) shall be submitted prior to site grading plan submittal. A Final WQMP shall be submitted and approved by the City Engineer. Prior to issuance of a grading permit, the property owner shall record a Covenant and Agreement, or other approved instrument, with the County-Clerk Recorder to inform future property owners of the requirement to implement the approved WQMP.
57. Prior to the issuance of a grading permit, the applicant's engineer shall prepare and submit a Storm Water Pollution Plan (SWPPP) covering all construction. Maintenance of the necessary erosion control devices shall be the responsibility of the applicant. Any emergency repair to these devices performed by City forces shall be billed to the applicant and paid for prior to the release of certificate of occupancy.
58. The project shall conform to all policies, requirements, and standards of the National Pollution Discharge Elimination System (NPDES) as stipulated and approved by the City of Norco and Riverside County permit. Prior to the issuance of a grading permit, the applicant shall apply for a National Pollution Discharge and Elimination System (NPDES) permit. Proof of compliance (a copy of the Notice of Intent and application fee) shall be submitted to the Engineering Division prior to start of work. No work shall be done that causes a violation of the City-wide NPDES Permit.
59. The applicant shall meet with the Norco Fire Department to determine locations of fire hydrants, red curbing and signage by fire hydrants, Fire Department connections, and designated fire lanes on-site.
60. Fire lanes, turn-around/access, access grades, and any yard hydrants shall be in accordance with the latest California Fire Code. See the Norco Fire Department Standards for fire lane, fire access, and fire hydrant guidelines.
61. A knock box is required for any building which has multiple tenant spaces or for a building that has multiple entrances.

62. All gates shall be installed in compliance with the latest edition of the California Code, Section 902 and approval of the Norco Fire Department is required.
63. Fire Department roof access ladders may be required when buildings have a parapet which is four feet or greater. See the Norco Fire Department for "Roof Access" requirements.
64. The project shall meet the required fire flow per Appendix B & C of the California Fire Code.
65. Spec buildings shall meet all Fire and all other Code requirements based on actual use/occupancy.
66. This review does not provide for hazardous materials storage, use, dispensing, or handling. A Hazardous Materials Information Form shall be completed and returned with Material Safety Data Sheets. Should these manners of use be anticipated, adequate prevention, control, and mitigation of dangerous conditions shall be required.
67. The developer/general contractor is responsible for reasonable continuous clean-up of the development during construction to avoid hazardous accumulations of combustible trash and debris both on- and off-site. Open fires are not permitted as they pose a hazardous situation; consequently, the developer/general contractor would be cited for this.
68. Complete architectural and structural building plans, including all specifications, shall be submitted to the Fire Department for review prior to the issuance of any building permits. These plans and specifications shall include, but not be limited to, construction type, exits, fire protection equipment, building protection, and interior finish. The developer is responsible for, and shall apply for and receive, all Fire Department permits, paying all necessary fees prior to beginning construction.
69. Portable fire extinguishers shall be installed in accordance with Fire Department standards prior to occupancy. The developer should contact the Fire Department to determine the exact number, type, and placement required. Where exterior-mounted extinguishers are provided, it is suggested that installation be in recessed cabinets for aesthetics and to reduce theft or vandalism.
70. A fully supervised automatic fire sprinkler system is required for buildings of 2,500 square feet or greater. Supervision must include monitoring to a listed and U.L. certified Central Station. Said system design to include provisions for future tenant im-

provement, if applicable. Plans must be submitted to the Building Division. (Information sheet available from the Fire Department.)

71. All fire suppression systems require a separate submittal and permit for proposed work prior to installation. See Norco Fire Department standards for "Fire Sprinkler Standard" and "Fire Alarm/Monitored Standard." Fire flow information shall be submitted and acquired prior to system design.
72. All roof coverings shall be of fire-resistive materials only (Class A or Class B according to the Uniform Building Code). The Building Division shall approve materials.
73. The following is a list of possible plan reviews necessary for completion of this project. Some of these are "shop drawings" and specifications done by sub-contractors. Plan review fees and permit fees may apply - check with the Fire Department for confirmation.
 - Building Architectural Plans
 - On-Site Water & Fire Hydrant Utility Plans
 - Detailed Site Plan with Islands and Drive Aisles
 - Fire Sprinkler
 - Fire Alarm/Sprinkler Monitoring
 - Fire Lanes
 - Flammable Liquid/Hazardous Materials
74. Approved numbers or addresses must be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Numbers must contrast with their background. The minimum sizes of the numerals shall be as specified by the following:
 - Industrial/Commercial: 12-inch height minimum on building located front and rear and 6-inch minimum height on suites, both front and rear doors.
75. The project site shall be screened from the street during construction.
76. The applicant shall comply with all applicable requirements of the Planning, Engineering, Building and Safety Divisions; and the Fire and Sheriff Departments; and all other applicable departments and agencies.
77. The project/developer shall pay all applicable development impact fees prior to the issuance of any building permits.

78. Future tenant improvements will need to adhere to the parking requirements of the Zoning Code and tenant improvements cannot require more parking than what is allowed by Code.
79. Required parking cannot be used for outdoor storage and all required parking must be accessible during business hours.
80. No outdoor storage is approved with this site plan review. Plans for outdoor storage must be submitted for review and approval by staff and may require an amendment of this permit for review and approval by the Planning Commission or City Council.
81. All mitigation measures identified in the certified Environmental Impact Report for the Palomino Business Park Project shall be adopted as conditions of approval and their implementation shall be adhered to through compliance with the adopted Mitigation Monitoring Plan.
82. The traffic mitigation measures for off-site improvements shall be completed prior to the issuance of the first Certificate of Occupancy or at which time is determined to be warranted by the City Engineer that may be based on an approved development agreement. The applicant may be required to pay in fees in-lieu for off-site improvements as determined appropriate by the City Manager and City Engineer.
83. Prior to the issuance of occupancy permits for any building associated with Site Plan 2017-15 the developer shall install, to the satisfaction of the City Engineer and as approved in Street Improvement Plans, the following signs:
 - a. "No parking of vehicles in excess of 11,000 lbs." posted along the north side of Second Street and the west side of Pacific Avenue.
 - b. "No Parking" posted along the south side of Second Street, the east side of Pacific Avenue, both sides of First Street, and both sides of Mountain Avenue.

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Site Plan 2017-15, Resolution 2020-04
Page 14
May 13, 2020

PASSED AND ADOPTED by the Planning Commission at a regular meeting held
May 13, 2020.

Phil Jaffarian, Chair
Planning Commission
City of Norco, California

ATTEST:

Steve King, Secretary
Planning Commission
City of Norco, California

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly
passed and adopted by the Planning Commission of the City of Norco at a regular
adjourned meeting thereof held on May 13, 2020 by the following roll call vote:

AYES:
NOES:
ABSENT:

Steve King, Secretary
Planning Commission
City of Norco, California

RESOLUTION 2020-05

A RESOLUTION BY THE PLANNING COMMISSION OF THE CITY OF NORCO, CALIFORNIA, GRANTING A CONDITIONAL USE PERMIT TO VARY FROM THE MAXIMUM BUILDING HEIGHT WITHIN THE GATEWAY SPECIFIC PLAN FOR INDUSTRIAL BUILDINGS, INCLUDING WAREHOUSE USES BEING PROPOSED ON A 83.45-ACRE PROPERTY LOCATED SOUTH OF SECOND STREET, EAST OF PACIFIC AVENUE; AND NORTH AND SOUTH OF FIRST STREET, AND WEST OF MOUNTAIN AVENUE. CONDITIONAL USE PERMIT 2019-11

WHEREAS, Cap Rock LLC, submitted an application to the City of Norco, California, for site plan approval under the provisions of Chapter 18.40, Title 18 of the Norco Municipal Code and the Gateway Specific Plan, to allow for the construction of thirty-eight industrial buildings in two phases on property generally described as follows:

Including Assessor's Parcel Nos. 122-030-011, 016 THRU 018, 126-240-001 THRU 007; 126-170-001 THRU 005, 008 THRU 013, 015, 017 THRU 019, 033, AND 034; 1026-210-01, AND 003 THRU 010; 1026-180-001 THRU 007; 126-200-002 THRU 006, 013, 016 THRU 019, 020 THRU 024; AND 126-190-001 THRU 003). SITE PLAN 2017-15, and

More generally described as an irregular-shaped parcel of approximately 110-acres, located south of Second Street, east of Pacific Avenue, north and South of First Street and bisected by Mountain Avenue.

WHEREAS, the applicant is requesting Conditional Use Permit approval for a 15-foot building height increase to allow flexibility in the final building design so the proposed buildings may accommodate architectural treatments such as roof parapets to enable a varying roof line, screen roof mounted equipment, and allow taller warehouse racking systems. The industrial buildings will range in height from 35 to 50-feet, and

WHEREAS, at the time set, at 7 p.m. on May 13, 2020 within the Council Chambers at 2820 Clark Avenue, Norco, California 92860, said petition was heard by the Planning Commission for the City of Norco; and

WHEREAS, at said time and place, said Planning Commission considered the aforesaid site plan and building elevations and heard and considered both oral and written evidence pertaining to said application; and

WHEREAS, the City of Norco, acting as the Lead Agency, has determined that the project will create negative impacts to Historic and Air Quality resources pursuant to

the California Environmental Quality Act and the City of Norco's Environmental Guidelines and the proposed Draft Environmental Impact Report with Mitigation Measures, and Mitigation Monitoring program, where a statement of Overriding Considerations has been prepared. The Statement of Overriding Consideration discusses significant impacts that cannot be reduced to a less than significant level, but can be balanced against the economic, legal, social, technological, or other benefits derived from the project.

NOW, THEREFORE, the Planning Commission of the City of Norco does hereby make the following FINDINGS AND DETERMINATION:

I. FINDINGS:

- A. The proposed site plan, as conditioned, complies with all applicable requirements of the General Plan, Gateway Specific Plan, Norco Municipal Code, and the Zoning Ordinance in that the zoning is consistent with the Industrial General Plan Land Use Designation. Furthermore, the site plan and building elevations are designed in accordance with the zoning and Gateway Specific Plan design/development standards that provide for 100 foot setbacks along Pacific Avenue and Second Street. The setback area includes off-street parking, dense landscaping, and off-set building elevations to reduce the building mass adjacent residential uses, mitigating the revised building height. Building separation along these streets, as well as other streets in the business park, help break up and reduce the building's massing adjoining residential uses.
- B. The proposal, as depicted on the site plan, is compatible with the area immediately surrounding the location of the business park because there are large building setbacks along project roadways that establish larger distances between the project and adjacent land uses, including separation from residential buildings (minimum 150-feet). Dense landscaping is provided within the building setback – including street trees, the buildings' footprint are varied, and raised parapets are provided to screen roof mounted equipment from adjacent properties.
- C. The proposal is not detrimental to the public convenience or general welfare of persons residing or working in the surrounding neighborhood because the site design includes dense landscaping within a large setback, attractive building elevations, full street improvements, and noise/lighting mitigation to buffer visual and operations impacts, if any, respectively. The proposed development will also help to improve the

image of the property potentially improving property values and the desirability of the area.

- D. The proposal is not injurious to surrounding properties, nor does the project adversely impact the use and enjoyment of adjoining parcels.
- E. The City of Norco as lead agency has determined that the project as mitigated is consistent with the conclusions in the Environmental Impact Report prepared for the Palomino Business Park Project, which this Planning Commission has found was prepared pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq.) (CEQA), the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and the City of Norco Environmental Guidelines. The Planning Commission has, by separate Resolution, recommended that the City Council certify the Project's EIR, and adopt findings and a Statement of Overriding Considerations.

II. DETERMINATION:

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Norco, California, in a session assembled May 13, 2020, that the aforesaid application for Conditional Use Permit approval is granted, subject to the conditions provided in Section 18.40.10 of the Municipal Code of Norco, and including but not limited to, the following conditions:

1. Approval is based on Exhibit "B" – Site Plan, and Exhibit "C" – Building Elevations, dated received on November 19, 2019 and incorporated herein by reference and on file with the Planning Division. Development shall occur as shown unless otherwise noted in these conditions.
2. The recorded owner of the property shall submit to the Planning Division, for recorded purposes, written evidence of agreement with all conditions of this approval, site plan, building elevations, and landscape plans before said permit shall become effective.
3. The project shall be in compliance with all City of Norco Municipal Codes, Ordinances and Resolutions. Non-compliance with any provisions of the Norco Municipal Code not specifically waived or conditioned by the Planning Commission in compliance with City procedures shall constitute cause for revocation and/or termination of the approvals granted under authority of permit.

4. In the event conditions for approval by the Planning Commission or City Council (as the case may be) require the revision of plans as submitted, the applicant shall submit four copies of the approved plan (revised to incorporate conditions for approval) to the Planning Division for record purposes for approval of any grading and/or building permits.
5. The subject property shall be developed in accordance with approved plans and specifications on file with the City of Norco Planning Division.
6. This is not an approval to begin work. No work shall be commenced until the City of Norco has issued building permits and all other appropriate permits.
7. The developer shall submit for necessary permits from the Building Division and pay all applicable City of Norco development fees prior to issuance of any permits.
8. Said approval shall become null and void unless building permits for all construction authorized by this approval have been issued within two years after the granting of such approval and pursued diligently to completion. Provided, however, that the Planning Director may extend approvals for up to six months, and provided that after consulting with the City Engineer and Fire Chief, he finds that there would be no new requirements due to changes in the Code and the plan as approved meets all present development standards.
9. No occupancy of any building and/or structure shall be permitted which is not in compliance with approved plans and excepting upon specific review and approval of any "as built" modifications by the Planning Director as appropriate. Provided further, that no expansion of use beyond the scope and nature described in this application which would tend to increase the projected scale of operations shall be permitted except upon application for, and approval of, modification of this application in compliance with all procedures and requirements thereto.
10. Building elevations, building colors and materials shall be as approved by the Planning Commission. Minor deviations from the approved colors and materials approved shall be subject to the approval of the Planning Director prior to their application. Material boards and colored renderings shall be presented to the Planning Division as part of the permanent file.
11. All landscaped areas shall be provided with a water-conserving automatic irrigation system. A detailed landscaping and underground irrigation plan which utilizes drought-resistant plants, along with the application fee, shall be submitted to the Planning Division for approval. Such plans shall indicate plant and tree types, sizes, and the location and dimensions of all landscaped areas and irrigation lines.

Trees shall be minimum 24-inch planter box or 15-gallon container trees, whichever is better for long-term survival of the particular species. Shrubs to be installed shall be minimum 5-gallon container. Landscape plans shall include a water budget in accordance with the State Water Conservation in Landscaping Act. The inside dimensions of any designated landscape planters adjacent to parking/maneuvering areas which allow vehicle approaches to overhang into said planter areas shall not be credited towards meeting the minimum landscaped area requirements.

12. All landscaped areas shall be maintained in a healthy and thriving condition free from weeds, trash, and debris as a condition of this approval. Failure to do so may be cited as a violation of these conditions of approval and may warrant further action by the City. The property owner is responsible for maintenance of on-site and off-site landscaping.
13. All ground-mounted utility appurtenances such as transformers shall be located out of public view of the main building area and adequately screened through the use or combination of concrete masonry walls, berms, and landscaping to the satisfaction of the Planning Division
14. Any mechanical equipment such as: air conditioning, heating or cooling equipment, etc. and/or appurtenant ducts, vents, pipes or cable which are proposed to be mounted either on top of, or outside of, any building or structure shall be subject to review and approval by the Planning Director prior to the issuance of building permits. Plans showing the nature, extent, and location of all such appendages and method of architectural integration, visual, and acoustical treatment of the same shall be submitted to the Planning Division for review and approval prior to issuance of building permits.
15. There shall be no sound amplification system provided which projects sound outside the confines of the building except as may be specifically approved by the Planning Director upon application for such system. In the event of approval of any such system, technical details of the system (i.e., loud speaker, paging, etc.) shall be subject to review and approval by the Planning Director prior to installation. Provided further, that sound levels shall be controlled as to not exceed 55 PndbA (CNEL) at property line, and shall be so certified by a registered acoustical engineer.
16. Prior to issuance of a grading permit, a complete hydrology and hydraulic study shall be prepared by a registered civil engineer for approval by the City Engineer. Those recommendations of the report, as approved by the City Engineer, shall be

incorporated into the public improvement plans and site development plans prior to their approval.

17. The applicant shall participate in the Master Drainage Plan improvement facility identified for the project site and shall be responsible for its construction and shall dedicate those drainage easements to the City as are determined necessary to the City Engineer.
18. The project engineer shall include an erosion control plan as part of the precise grading plan, providing for installation of approved erosion control devices (sand-bags, desilting basins, etc.) during all phases of construction. Maintenance of the necessary erosion control devices shall be the responsibility of the applicant. Any emergency repair to these devices performed by City forces shall be billed to the applicant and paid for prior to the release of Certificate of Occupancy.

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PASSED AND ADOPTED by the Planning Commission at a regular meeting held
May 13, 2020.

Phil Jaffarian, Chair
Planning Commission
City of Norco, California

ATTEST:

Steve King, Secretary
Planning Commission
City of Norco, California

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly
passed and adopted by the Planning Commission of the City of Norco at a regular
adjourned meeting thereof held on May 13, 2020 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Steve King, Secretary
Planning Commission
City of Norco, California

RESOLUTION 2020-06

A RESOLUTION BY THE PLANNING COMMISSION OF THE CITY OF NORCO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE AN AMENDMENT TO THE GATEWAY SPECIFIC PLAN MODIFYING THE PARKING REQUIREMENTS FOR INDUSTRIAL/WAREHOUSE USES ON A 82.4310-ACRE PROPERTY LOCATED SOUTH OF SECOND STREET, EAST OF PACIFIC AVENUE; AND NORTH AND SOUTH OF FIRST STREET, AND WEST OF MOUNTAIN AVENUE. GATEWAY SPECIFIC PLAN NO. 90-01, AMENDMENT NO. 14.

WHEREAS, CapRock Acquisitions LLC (applicant) submitted an application to the City of Norco, California, to amend the Gateway Specific Plan parking standards for industrial/warehouse uses for property generally described as follows:

Including Assessor's Parcel Nos. 122-030-011, 016 THRU 018, 126-240-001 THRU 007; 126-170-001 THRU 005, 008 THRU 013, 015, 017 THRU 019, 033, AND 034; 1026-210-01, AND 003 THRU 010; 1026-180-001 THRU 007; 126-200-002 THRU 006, 013, 016 THRU 019, 020 THRU 024; AND 126-190-001 THRU 003), AND More generally described as an irregular-shaped parcel of approximately 110-acres, located south of Second Street, east of Pacific Avenue, west of Mountain Avenue and North and South of First Street.

WHEREAS, the applicant is seeking an amendment to update the Gateway Specific Plan's industrial/warehouse parking requirements to reflect the expected parking demands of a contemporary industrial business park with commercial and office uses.

WHEREAS, the Gateway Specific Plan was adopted in 1991, parking standards have evolved to reflect improvements in warehousing and storage activities/uses, which have reduced demand on parking due to the use of fewer employees, automated manufacturing and warehousing technology, and multiple work shifts.

WHEREAS, A survey of adjacent City's demonstrate that a less restrictive parking ratio, those similar to the proposed amendment, are more than adequate for the industrial warehouse buildings being proposed. The applicant is requesting the following amendment:

Summary of Proposed Gateway Specific Plan Amendment Parking Requirements

Existing Specific Plan Parking Requirements		Proposed Specific Plan Parking Requirements	
Land Use	Parking Requirement	Land Use	Parking Requirement
Light Manufacturing & Light Industrial	1 space/400 square feet of gross floor area devoted to manufacturing plus 1 space for every 250 square feet of office floor area	Light Manufacturing & Light Industrial (assumes 15% max. GFA for office)	1 space/500 square feet of gross floor area; plus 1 tractor trailer space per 4 dock high doors
Warehouse	1 space for every 750 square feet of warehouse or storage floor area	Warehouse/Distribution Facility (assumes 15% max. GFA for office)	<ul style="list-style-type: none"> • 1 space/1,000 square feet of gross floor area for the first 20,000 sf • 1 space/2,000 square feet of gross floor area for that portion between 20,001 sf to 40,000 sf • 1 space/4,000 sf of gross floor area over 40,001 sf; plus 1 tractor-trailer space per 4 dock high doors

WHEREAS, at the time set, at 7 p.m. on May 13, 2020 within the Council Chambers at 2820 Clark Avenue, Norco, California 92860, said petition was heard by the Planning Commission for the City of Norco; and

WHEREAS, at said time and place, said Planning Commission considered the aforesaid proposed parking plan noted on the site plan, heard and considered both oral and written evidence pertaining to said application; and

WHEREAS, the City of Norco as lead agency has determined that the project as mitigated is consistent with the conclusions in the Environmental Impact Report prepared for the Palomino Business Park Project, which this Planning Commission has found was prepared pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq.) (CEQA), the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and the City of Norco Environmental Guidelines. The Planning Commission has, by separate Resolution, recommended that the City Council certify the Project's EIR, and adopt findings and a Statement of Overriding Considerations.

NOW, THEREFORE, the Planning Commission of the City of Norco does hereby make the following FINDINGS AND DETERMINATION:

I. FINDINGS:

- A. The applicant is seeking an amendment to update the Gateway Specific Plan's industrial/warehouse parking requirements to reflect the expected

parking demands of a contemporary industrial business park with commercial and office uses.

- B. Since the Gateway Specific Plan was adopted in 1991, parking standards have evolved to reflect improvements in warehousing/manufacturing and storage activities/uses, which have reduced demand on parking due to the use of fewer employees, automation, and multiple work shifts.
- C. All automobile and truck trailer parking is provided on site. Future tenant improvements will be required to adhere to the approved site plan, as amended, and tenant improvements cannot require more parking than what has been provided. Furthermore, required parking cannot be used for outdoor storage and all required parking must be accessible during business hours.
- D. The City of Norco as lead agency has determined that the project as mitigated is consistent with the conclusions in the Environmental Impact Report prepared for the Palomino Business Park Project, which this Planning Commission has found was prepared pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq.) (CEQA), the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and the City of Norco Environmental Guidelines. The Planning Commission has, by separate Resolution, recommended that the City Council certify the Project's EIR, and adopt findings and a Statement of Overriding Considerations.

II. DETERMINATION:

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Norco, California, in a session assembled May 13, 2020, that the aforesaid application for Specific Plan Amendment approval is granted, subject to the conditions provided in Section 18.40.10 of the Municipal Code of Norco, and including but not limited to, the following conditions:

1. Approval is based on Exhibit "B" – Site Plan, date received on November 19, 2019 and incorporated herein by reference and on file with the Planning Division. Development shall occur as shown unless otherwise noted in these conditions.
2. The recorded owner of the property shall submit to the Planning Division, for recorded purposes, written evidence of agreement with all conditions of this approval, site plan, building elevations, and landscape plans before said permit shall become effective.

3. The project shall be in compliance with all City of Norco Municipal Codes, Ordinances and Resolutions. Non-compliance with any provisions of the Norco Municipal Code not specifically waived or conditioned by the Planning Commission in compliance with City procedures shall constitute cause for revocation and/or termination of the approvals granted under authority of permit.
4. In the event conditions for approval by the Planning Commission or City Council (as the case may be) require the revision of plans as submitted, the applicant shall submit four copies of the approved plan (revised to incorporate conditions for approval) to the Planning Division for record purposes for approval of any grading and/or building permits.
5. The subject property shall be developed in accordance with approved plans and specifications on file with the City of Norco Planning Division.
6. This is not an approval to begin work. No work shall be commenced until the City of Norco has issued building permits and all other appropriate permits.
7. The developer shall submit for necessary permits from the Building Division and pay all applicable City of Norco development fees prior to issuance of any permits.
8. Said approval shall become null and void unless building permits for all construction authorized by this approval have been issued within two years after the granting of such approval and pursued diligently to completion. Provided, however, that the Planning Director may extend approvals for up to six months, and provided that after consulting with the City Engineer and Fire Chief, he finds that there would be no new requirements due to changes in the Code and the plan as approved meets all present development standards.
9. No occupancy of any building and/or structure shall be permitted which is not in compliance with approved plans and excepting upon specific review and approval of any "as built" modifications by the Planning Director as appropriate. Provided further, that no expansion of use beyond the scope and nature described in this application which would tend to increase the projected scale of operations shall be permitted except upon application for, and approval of, modification of this application in compliance with all procedures and requirements thereto.
10. Employee parking and the parking of tractor trailers and commercial vehicles shall not be permitted on First Street, Second Street, Mountain Avenue, and Pacific Avenue.

PASSED AND ADOPTED by the Planning Commission at a regular meeting held March 13, 2020.

Phil Jaffarian, Chair
Planning Commission
City of Norco, California

ATTEST:

Steve King, Secretary
Planning Commission
City of Norco, California

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Norco at a regular adjourned meeting thereof held on May 13, 2020 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Steve King, Secretary
Planning Commission
City of Norco, California

RESOLUTION NO. 2020-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NORCO RECOMMENDING THAT CITY COUNCIL APPROVE TENTATIVE TRACT MAP 37681.

WHEREAS, Cap Rock Acquisitions, LLC, submitted an application to the City of Norco, California, for a tentative tract map under the provisions of Title 17 of the Norco Municipal Code, on property generally described as an approximately 83.45-acre parcel of located south of Second Street, east of Pacific Avenue, north and South of First Street and west of Mountain Avenue.

WHEREAS, notice of a public hearing on said petition has been given in the manner and for times required by law; and

WHEREAS, at the time set, at 7 p.m. on May 13, 2020 within the Council Chambers at 2820 Clark Avenue, Norco, California, 92860, said petition was heard by the Planning Commission for the City of Norco; and

WHEREAS, at said time and place, said Planning Commission heard and considered both oral and written evidence; and

WHEREAS, the proposed map depicted on Tentative Tract Map 37681, and on file with the Planning Division, is consistent with the City's General Plan, Gateway Specific Plan, and meets all regulations regarding subdivisions; and

WHEREAS, said subdivision application has been duly submitted to said City's City Council for decision at a public hearing for which proper notice was given; and

WHEREAS, notice of a public hearing on said petition has been given in the manner and for times required by law; and

WHEREAS, at the time set, at 7 p.m. on May 13, 2020 within the Council Chambers at 2820 Clark Avenue, Norco, California, 92860, said petition was heard by the Planning Commission for the City of Norco; and

WHEREAS, at said time and place, said Planning Commission heard and considered both oral and written evidence; and

WHEREAS, the City of Norco as lead agency has determined that the project as mitigated is consistent with the conclusions in the Environmental Impact Report prepared for the Palomino Business Park Project, which this Planning Commission has found was prepared pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq.) (CEQA), the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and the City of Norco Environmental Guidelines. The Planning Commission has, by separate Resolution, recommended that the City Council

certify the Project's EIR, and adopt findings and a Statement of Overriding Considerations.

NOW, THEREFORE, the Planning Commission of the City of Norco does hereby make the following FINDINGS AND DETERMINATION:

I. FINDINGS:

A. The map is consistent with the Norco General Plan. The site is designated M1 (Light industrial). The proposed lots are designed and conditioned to meet all zoning and Gateway Specific Plan requirements related to lot area and dimension standards.

B. None of the conditions for mandatory denial as set forth in Subsections (a) through (g) of Section 66474, Article 1, Chapter 4, Division 2, Title 7, of the California Government Code exist with respect to said subdivision.

C. The proposed subdivision together with provisions for its design and improvement is consistent with applicable general plans of the City pursuant to Section 66473.5, Article 1, Chapter 4, Division 2, Title 7, of the California Government Code.

D. The City of Norco as lead agency has determined that the project as mitigated is consistent with the conclusions in the Environmental Impact Report prepared for the Palomino Business Park Project, which this Planning Commission has found was prepared pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq.) (CEQA), the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and the City of Norco Environmental Guidelines. The Planning Commission has, by separate Resolution, recommended that the City Council certify the Project's EIR, and adopt findings and a Statement of Overriding Considerations.

II. DETERMINATION:

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Norco, California, in session assembled on May 13, 2020 does recommend to the City Council that Tentative Tract Map 36681 be approved for a period of 24 months, subject to the following conditions:

1. Approval is based on Exhibit "C", dated May 13, 2020 and incorporated herein by reference and on file with the Planning Division. Development shall occur as shown unless otherwise noted in these conditions.

2. The recorded owner of the property shall submit to the Planning Department, for record purposes, written evidence of agreement with all conditions of this approval before said permit shall become effective.
3. The project shall be in compliance with all City of Norco Municipal Codes, Ordinances and Resolutions. Non-compliance with any provisions of the Norco Municipal Code (NMC) not specifically waived in compliance with City procedures shall constitute cause for revocation and/or termination of the approvals granted under authority of permit.
4. The applicant shall pay all applicable fees associated with this proposal and the subdivision of land. Furthermore, the applicant shall pay all development fees in accordance with the NMC prior to approval of the final map.
5. All provisions of Chapters 17 and 18 of the NMC shall be met as it relates to the division of land.
6. The submittal, approval, and recordation of a subdivision map in accordance with the provisions of the State Subdivision Map Act and the City Subdivision Ordinance prior to the issuance of any permits is required.
7. Approval of the tentative map shall expire if the subject map has not been recorded within a two-year period from the date of City Council approval.
8. Extension of the tentative map approval shall only be considered if the applicant filing said map submits a written request for extension to the City Planning Department stating the response for the request, at least 30 days before the map approval is due to expire, pursuant to and in compliance with Section 17.16.170 of the City Subdivision Ordinance.
9. All lots in the map must meet the minimum lot depth, width, and frontage of the Gateway Specific Plan, exclusive of right-of-way dedication, open space easements and equestrian trails.
10. The applicant must pay off any and all special assessments on the property to be subdivided prior to recordation of the final map. Instead of the payment of said special assessment, the applicant may pay to have the special assessment "split" for each proposed numbered lot through an approved Mello-Roos District or other cost-sharing mechanism.
11. The applicant must obtain written authorization granting permission for any work to be completed on property in which he is not the sole owner. A copy of this written authorization must be submitted to the City Engineer's office prior to start of work.

12. All lots within this subdivision shall be served by underground utilities. All utility locations shall be incorporated into the public improvements plans and shall be prepared on standard size sheets by a registered civil engineer for approval by the City Engineer. A plan check deposit based on the latest City Fee Schedule shall be posted prior to checking and standard fees paid prior to plan approval.

13. The project developer shall relocate existing power/utility poles to be outside of ultimate public right-of-way as approved by the owner of said utility poles.

14. Separate water and sewer connections are required for each numbered lot.

15. This project shall be connected to the City's sewer system; and the applicant shall pay all associated connection fees to the City of Norco prior to the issuance of a building permit. Positive flow certification tests shall be completed on all proposed sewer main lines to the satisfaction of the Public Works Department.

16. The project shall be connected to the City's water system; and the applicant shall pay all associated connection fees to the City of Norco prior to issuance of a building permit.

17. All existing water services shall be removed and properly abandoned to City standards.

18. Use of existing storm drain and sewer easements on private property requires all private property owners' permission.

19. Written permission shall be obtained from the Riverside County Flood Control and Water Conservation District for any connection flood control facilities.

20. All water lines are required to have backflow prevention devices installed to City Standards.

21. The applicant shall submit separate on-site utility plans for the installation of on-site sewer, water and any necessary storm drain systems in a manner meeting the approval of the City Engineer.

22. The applicant shall complete/construct public improvements as conditioned with Site Plan 2017-15.

23. Street right-of-way (ROW) dedications (if not existing) shall be required as follows along public streets where Eisen Family trust properties or properties under contract to Cap Rock Acquisitions front:

Pacific Avenue: 60-foot ROW

Second Street: 88-foot ROW

Mountain Avenue: 88-foot ROW

First Street: 88-foot ROW

24. All street improvements associated with TTM 37681 and the Palomino Business Park EIR including the non-project sides of streets where ROW exists and any properties of the Eisen Family Trust or that are under contract to Cap Rock Acquisitions that are not part of Phases 1 or 2, are required with Phase 1 of this project to the required City width and standards for the streets and widths identified in Condition 43. Improvements will consist of full street replacement for Pacific Avenue, Second Street, Mountain Avenue, and First Street where the ROW exists or will be dedicated by the developer and shall be completed prior to the issuance of any certificate of occupancy for any Phase of onsite construction the Developer elects to begin first. Full street improvement/replacement includes the construction of trails on all public streets and a sidewalk on Mountain Avenue adjacent to the project (Phases 1 and 2). A registered civil engineer shall prepare street improvement plans on 24" x 36" mylar for approval by the City Engineer. Striping and signing shall be included as part of these plans, when required. Striping and legends shall be thermoplastic paint. A plan check deposit will be required prior to plan checking and standard fees shall be paid prior to plan approval.

25. Street signals shall be installed as approved by the City Engineer at the intersections of First Street and Mountain Avenue, Second Street and Mountain Avenue, and at the main entry into Palomino Business Park on Mountain Avenue prior to the issuance of a certificate of occupancy for any building in Phases 1 or 2.

26. Fire hydrants are required every 300 feet on a public street or as approved by the Fire Department.

27. A registered civil engineer shall prepare street improvement plans on 24" x 36" mylar for approval by the City Engineer. Striping and signing shall be included as part of these plans, when required. Striping and legends shall be thermoplastic paint. A plan check deposit may be required prior to plan checking and standard fees shall be paid prior to plan approval.

28. A bond or surety device shall be posted and an agreement executed to the satisfaction of the City Engineer and City Attorney, guaranteeing completion of all public improvements. NOTE: Upon acceptance by the City Council of the public improvements, the City will release the Labor and Materials bond within 180 days, and reduce the Faithful Performance Bond to 10 percent of the original amount and release it after a period of one year if no liens have been filed and the work remains in satisfactory condition. The Monumentation Bond will be released immediately upon receipt of certification that all monuments have been set.

29. Driveway approaches shall be constructed in accordance with City Standards as approved by the City Engineer.

30. Street tree planting, parkway landscaping, and irrigation plans shall be prepared on standard size sheets by a registered civil engineer or landscape architect for approval by the City Engineer and Planning Director, and shall be submitted at the time of initial submission of all improvement plans. All street tree installations shall conform to the Urban Forest Specification and Standard as approved by the Streets, Trails, and Utilities Commission and City Council.

31. All drainage facilities for this project shall conform to the requirements and standards of the City of Norco.

32. Prior to development on each lot within the subject map, an on-site grading and drainage plan shall be prepared for this project by a registered civil engineer for approval by the City Engineer. Plans shall be on 24"x36" mylar sheets with mass grading and drainage shown at a maximum scale of 1" = 40'. Precise grading information, such as house plots, drainage swales and hardscape may be included if the plan is prepared at 1"= 30' or larger. The applicant's engineer shall submit a rough grade certification stipulating completion of all grading operations in conformance with the approved plan prior to the issuance of building permits

33. Prior to the issuance of a grading permit, the applicant's engineer shall prepare and submit an erosion control plan covering all construction. Maintenance of the necessary erosion control devices shall be the responsibility of the applicant. Any emergency repair to these devices performed by City crews shall be billed to the applicant and paid for prior to the release of certificate of occupancy.

34. Prior to issuance of a grading permit, a complete hydrology and hydraulic study shall be prepared by a registered civil engineer for approval by the City Engineer. Those recommendations of the report, as approved by the City Engineer, shall be incorporated into the public improvement plans and site development plans prior to their approval.

35. The applicant shall submit a preliminary soils report, prepared by a California-licensed soils engineer, prior to issuance of a grading permit.

36. The applicant shall submit a current title report (no more than 30 days old) for the project site showing all existing property ownership, easements and rights of title.

37. A City of Norco Public Works encroachment permit shall be taken out for all work in the public right-of-way prior to the start of work. All work shall be done in

accordance with City Standards, and/or otherwise specified to the satisfaction of the City Engineer and completed prior to certificate of occupancy.

38. No construction activity work in the public right-of-way shall be permitted after 4 p.m., or before 7 a.m. or on Saturdays, Sundays or holidays without prior written approval from the Director of Public Works.

39. The tentative map shall be approved prior to the issuance of a grading permit and a final map shall be recorded prior to the issuance of a building permit and within 24 months from the date of tentative map approval.

40. A final map shall be prepared on 18" x 24" sheets and approved by the City Engineer prior to recordation. A plan check deposit shall be paid prior to plan check.

41. Prior to the issuance of a grading permit, the applicant shall apply for a National Pollutant Discharge Elimination Systems (NPDES) Permit. Proof of compliance (a copy of the Notice of Intent and application fee) shall be submitted to the Engineering Department prior to start of work. No work completed shall cause a violation of the City-wide NPDES Permit.

42. A preliminary Water Quality Management Plan (WQMP) shall be submitted prior to site grading plan submittal. A Final WQMP shall be submitted and approved by the City Engineer. Prior to issuance of a grading permit, the property owner shall record a Covenant and Agreement, or other approved instrument, with the County-Clerk Recorder to inform future property owners of the requirement to implement the approved WQMP.

43. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the project and submitted for approval to the Regional Board. An approved copy shall be kept on site at all times and one shall be delivered to the City Engineer.

44. The applicant shall meet all standards and conditions of the Planning, Fire, Engineering, Building and Safety Departments, and all other applicable departments and agencies.

45. The proposed project lies within an area subject to an area-wide Transportation Uniform Mitigation Fee (TUMF). The City has adopted the TUMF program, and this project shall be subject to the payment of these fees prior to the issuance of any building permits unless exempted by ordinance.

46. The proposed project lies within the Western Riverside Council of Governments (WRCOG) area-wide Multi-Species Habitat Conservation Plan (MSHCP). The City has adopted the MSHCP program and if applicable, this project shall be subject to the payment of these fees prior to the issuance of building permits.

47. This subdivision of property shall satisfy all conditions of the Subdivision Map Act relating to the "Quimby Act" prior to the recordation of the final map. The applicant shall contact the City of Norco Parks and Recreation Department for payment of required fees. Proof of compliance/payment of required fees shall be required and provided for final recordation of the subject map.

48. Street lights shall be installed at road intersections and all locations deemed necessary for public safety by the Engineering Division.

Resolution No. 2020-007
Page 9
May 13, 2020

PASSED AND ADOPTED by the Planning Commission at a regular meeting held May 13, 2020.

Phil Jaffarian, Chair
Planning Commission
City of Norco, California

ATTEST:

Steve King, Secretary
Planning Commission
City of Norco, California

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Norco at a regular adjourned meeting thereof held on May 13, 2020 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Steve King, Secretary
Planning Commission
City of Norco, California

**Gateway Specific Plan (GSP) with Housing Development Overlay (HDO) Zone
Palomino Business Park Project Area**

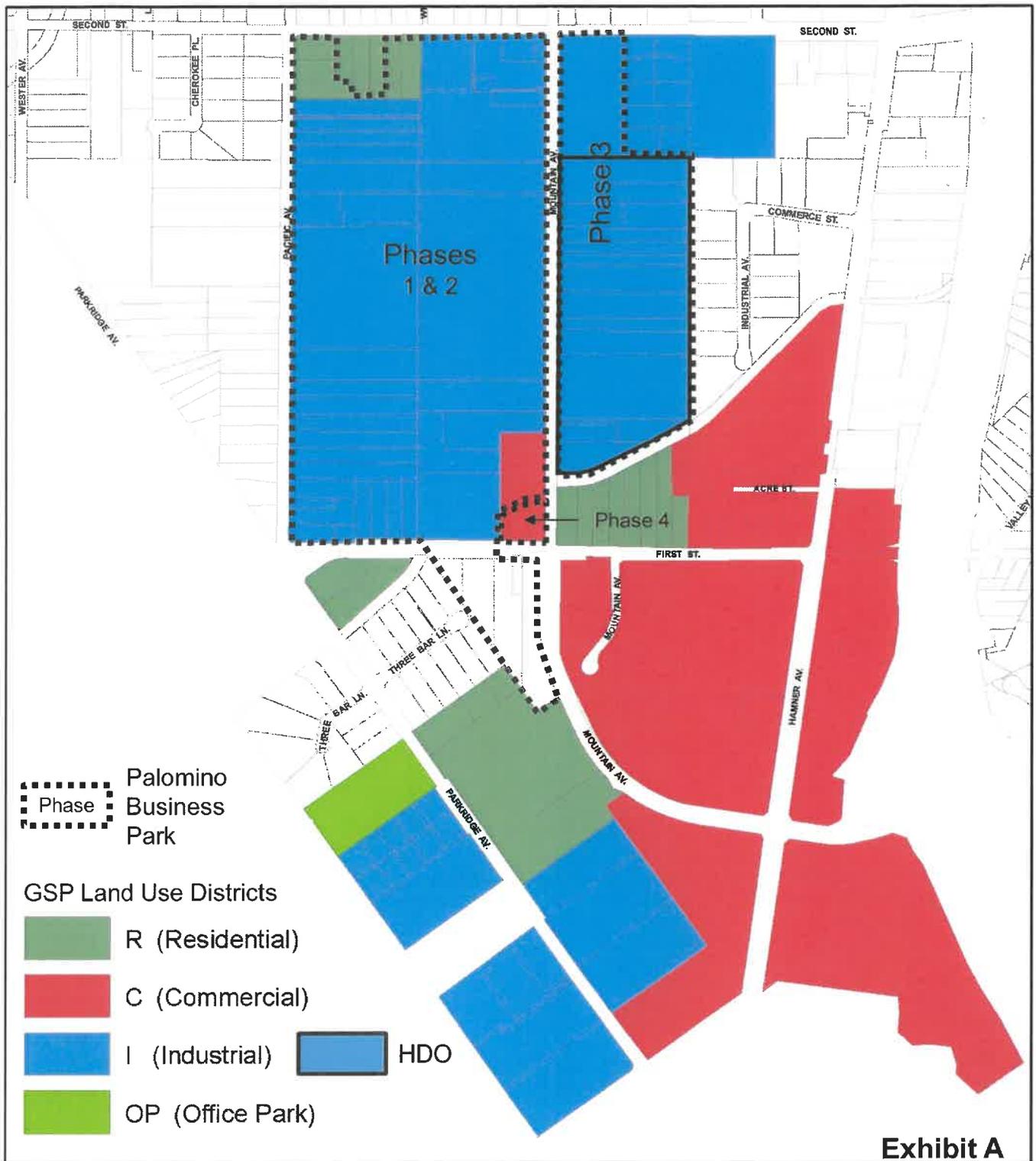


Exhibit A

**CITY OF NORCO
STAFF REPORT**

TO: Honorable Chair and Members of the Planning Commission

FROM: Steve King, Planning Director

DATE: May 13, 2020

SUBJECT: Zone Code Amendment No. 2020-03, Resolution 2020-16

RECOMMENDATION: Adopt Resolution 2020-16 recommending that City Council approve Zone Code Amendment No. 2020-03

SUMMARY: The proposed Zone Code Amendment is consistent with the General Plan, and the respective industrial zoning, as amended. The recommendation is that the Planning Commission recommend approval to the City Council.

BACKGROUND:

Property Description

The City is initiating a ZCA to update the Municipal Code chapter 18.28 industrial/warehouse parking requirements to reflect the expected parking demands of a contemporary industrial business park with commercial and office uses (Exhibit "A").

ANALYSIS:

Parking Standard

Since the City last updated its parking standards for Industrial/Warehouse uses, parking and parking standards have evolved to reflect improvements in warehousing and storage activities/uses, which have reduced demand on parking due to the use of fewer employees, automation, and multiple work shifts. A survey of adjacent City's demonstrate that a less restrictive parking ratio, those similar to the proposed amendment, are more than adequate. The standards will make the City more competitive with other Cities in attracting more efficient well designed industrial uses. This is the same parking standard being proposed with the Palomino Business Park:

Existing Norco Municipal Code Parking Requirements		Proposed New Parking Requirements	
Land Use	Parking Requirement	Land Use	Parking Requirement

Resolution 2020-16 - Zoning Code Amendment 2020-03

Page 2

May 13, 2020

<p>Industrial, manufacturing and similar uses</p>	<p>1 space/400 square feet of gross floor area devoted to manufacturing plus 1 space for every 250 square feet of office floor area</p>	<p>Light Manufacturing & Light Industrial, Warehousing (assumes 15% max. GFA for office)</p>	<p>1 space/500 square feet of gross floor area; plus 1 tractor trailer space per 4 dock high doors</p> <ul style="list-style-type: none">• 1 space/1,000 square feet of gross floor area for the first 20,000 sf• 1 space/2,000 square feet of gross floor area for that portion between 20,001 sf to 40,000 sf• 1 space/4,000 sf of gross floor area over 40,001 sf; plus 1 tractor-trailer space per 4 dock high doors
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Attachment: Resolution 2020-16

RESOLUTION 2020-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NORCO RECOMMENDING THAT THE CITY COUNCIL APPROVE ZONE CODE AMENDMENT 2020-03 AMENDING TITLE 18.28.

WHEREAS, the CITY OF NORCO initiated Zone Code Amendment 2020-03, an amendment to Norco Municipal Code Title 18 (Zoning Code), Chapter 18.28; and

WHEREAS, the Zone Code Amendment was duly submitted to the City's Planning Commission for decision at a public hearing for which proper notice was given; and

WHEREAS, the City is seeking an amendment to update the industrial/warehouse parking requirements to reflect the expected parking demands of a contemporary industrial business park with commercial and office uses.

WHEREAS, the parking standards have evolved to reflect improvements in warehousing and storage activities/uses, which have reduced demand on parking due to the use of fewer employees, automated manufacturing and warehousing technology, and multiple work shifts and it has been some time since the standards were updated.

WHEREAS, A survey of adjacent City's demonstrate that a less restrictive parking ratio, those similar to the proposed amendment, noted below, are more than adequate for the industrial/warehouse buildings, and

WHEREAS, the Zone Code Amendment was scheduled for public hearing on May 13, 2020 on or about 7 p.m. in the Council Chambers at 2820 Clark Avenue, Norco, California 92860; and

WHEREAS, at the time set, the Planning Commission held a public hearing and received both oral and written testimony pertaining to the Zone Code Amendment; and

NOW, THEREFORE, the Planning Commission of the City of Norco does hereby make the following FINDINGS AND DETERMINATIONS:

I. FINDINGS:

A. The proposed Zone Code Amendment will not be inconsistent with, or contrary to, the General Plan or the Zoning Code since the project modifies and updates, thereby modernizing, existing parking regulations regarding Industrial and warehouse parking standards.

II. DETERMINATION: NOW THEREFORE, the Planning Commission for the City of Norco assembled May 13, 2020 does hereby recommend to the City Council of the City of Norco that Zone Code Amendment 2020-03, be adopted, thereby amending the Norco Municipal Code as follows:

Amend:

Summary of Proposed Zone Code Amendment

Existing Zone Code Parking Requirements		Proposed Parking Requirements	
Land Use	Parking Requirement	Land Use	Parking Requirement
Industrial, manufacturing and similar uses	<p>1 space/400 square feet of gross floor area devoted to manufacturing plus 1 space for every 250 square feet of office gross floor area</p> <p>1 space for every 750 square feet of warehouse or storage gross floor area</p>	Light Manufacturing & Light Industrial, Warehousing (assumes 15% max. GFA for office)	<p>1 space/500 square feet of gross floor area; plus 1 tractor trailer space per 4 dock high doors</p> <ul style="list-style-type: none"> • 1 space/1,000 square feet of gross floor area for the first 20,000 sf • 1 space/2,000 square feet of gross floor area for that portion between 20,001 sf to 40,000 sf • 1 space/4,000 sf of gross floor area over 40,001 sf; plus 1 tractor-trailer space per 4 dock high doors

PASSED AND ADOPTED by the Planning Commission of the City of Norco at a regular meeting held May 13, 2020.

Phil Jaffarian, Chair
Planning Commission
City of Norco, California

ATTEST:

Steve King, Secretary
Planning Commission
City of Norco, California

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Norco at a regular adjourned meeting held May 13, 2020 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Steve King, Secretary
Planning Commission