



AGENDA
CITY OF NORCO
CITY COUNCIL SPECIAL MEETING
CORONA-NORCO UNIFIED SCHOOL DISTRICT
LEARNING CENTER SOUTH -- 2820 CLARK AVENUE -- NORCO, CA 92860
JANUARY 23, 2012

1. CALL TO ORDER: 6:00 p.m. **(Note the location change from the noticed location at the City Council Chambers.)**

2. ROLL CALL: Mayor Kevin Bash
Mayor Pro Tem Kathy Azevedo
Council Member Berwin Hanna
Council Member Herb Higgins
Council Member Harvey C. Sullivan

3. PLEDGE OF ALLEGIANCE: Council Member Sullivan

4. CITY COUNCIL PUBLIC HEARING – PUBLIC COMMENTS WILL BE HEARD THROUGH THE PUBLIC HEARING PROCESS:

- A. **Appeal Hearing:** Resolutions 2011-(41-45) –Tentative Parcel Map 36392; Master Site Plan 2011-07; Master Site Plan Phase 1 (Site Plans 2011-08, 10) Master Site Plan Phase 2 (Site Plans 2011-09,11); Master Site Plan Phase 3 (Site Plans 2011-12, 13) (Alere Property Group). A Request for Approval to Construct an Industrial/Warehouse/Commerce Park Consisting of 1,573,891 Square Feet in Six Buildings Over Three Phases on 86.93 Acres Located Generally between Pacific Avenue and Mountain Avenue and Second Street and First Street and on the East side of Mountain Avenue South of Second Street.

The Planning Commission heard the above listed items at its August 10 and September 14, 2011 meetings resulting in its denial of Site Plans 2011-07, -08, -09, -10, -11, -12, and -13; and denial of Tentative Parcel map 36392. The reasons for denial are based on findings that the project is not consistent with the policies of the Gateway Specific Plan because, in its entirety, it is too intense of a land use given its location adjacent and across the street from residential agricultural land uses. The Planning Commission also concluded that the traffic analysis was not comprehensive enough in determining impacts and mitigations to the corridor between the Second Street/Hammer Avenue intersection and the freeway interchange and the corresponding corridor along Hidden Valley Parkway. The Alere Property Group (the "Applicant") filed an appeal to the City Council on September 19, 2011 regarding the decisions made by the Planning Commission on the referenced project. Therefore, a public hearing was noticed for a Special City Council meeting on January 23, 2012, at which time the City Council will hear and consider the Applicant's appeal.

5. 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, (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 Office of the City Clerk. Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be available for public inspection at the Administration Counter in City Hall, located at 2870 Clark Avenue.

**STAFF REPORT
CITY OF NORCO**

TO: Honorable Mayor and Members of the City Council

FROM: Beth Groves, City Manager 

PREPARED BY: Steve King, Planning Director 

DATE: January 23, 2012

SUBJECT: Appeal Hearing: Appeal Planning Commission Denial of:
Site Plan 2011-07 (Master Site Plan) (Alere Property Group)
Site Plan 2011-08 (Alere Property Group)
- 557,700 s.f. building on 26.7 acres
Site Plan 2011-09 (Alere Property Group)
- 601,380 s.f. building on 28.3 acres
Site Plan 2011-10 (Alere Property Group)
- 96,730 s.f. building on 5.3 acres
Site Plan 2011-11 (Alere Property Group)
- 89,670 s.f. building on 5.3 acres
Site Plan 2011-12 (Alere Property Group)
- 121,130 s.f. building on 7.7 acres
Site Plan 2011-13 (Alere Property Group)
- 120,370 s.f. building on 5.9 acres
Tentative Parcel Map 36392 (Alere Property Group)
- Subdivide 86.93 acres into seven lots and one lettered lot

SUMMARY: The Planning Commission heard the above listed items at its August 10 and September 14, 2011 meetings resulting in its denial of Site Plans 2011-07, -08, -09, -10, -11, -12, and -13; and denial of Tentative Parcel map 36392. The reasons for denial are based on findings that the project is not consistent with the policies of the Gateway Specific Plan because in its entirety it is too intense of a land use given its location adjacent and across the street from residential agricultural land uses. The Planning Commission also concluded that the traffic analysis was not comprehensive enough in determining impacts and mitigations to the corridor between the Second Street/Hammer Avenue intersection and the freeway interchange and the corresponding corridor along Hidden Valley Parkway. The Alere Property Group (the "Applicant") filed an appeal to the City Council on September 19, 2011 regarding the decisions made by the Planning Commission on the referenced project. Therefore, a public hearing was noticed for January 23, 2012, at which time the City Council will hear and consider the Applicant's appeal.

BACKGROUND: The requested project consists of a master site plan in three phases for an industrial/warehouse/commerce park consisting of six separate site plans for six individual buildings on 86.93 acres (ref. Exhibit "C" – Master Site Plan). The project also includes Tentative Parcel Map 36392 which proposed to combine several existing lots and subdivide the 86.93 acres into six parcels to correspond to the proposed site plans, plus one lot for a commercial parcel on the northwest corner of Mountain Avenue and First Street, and one lettered lot for a proposed detention basin.

The requested development consisted of a multi-functional commerce park that could accommodate warehousing, light industrial, manufacturing, and processing along with the other allowed uses in the Gateway Specific Plan Industrial District.

The project is primarily located east of Pacific Avenue, west of Mountain Avenue, north of First Street and south of Second Street (ref. Exhibit "A" – Location Map). Approximately 5 acres of existing residences on the southeast corner of Second Street and Pacific Avenue were not included in the project (ref. Exhibit "B" – Assessor Parcel Map). Approximately 13.6 non-contiguous acres on the east side of Mountain Avenue were included in the project.

The Master Site Plan included 4.3 acres on the northwest corner of First Street and Mountain Avenue as "Commercial" consistent with the Gateway Specific Plan, however, no development of the commercial acreage was proposed with the application outside of a proposed detention basin over a portion of that acreage (ref. Exhibit "C" – Master Site Plan). The "Commercial" district is not a part of this project. All of the project acreage is part of the Gateway Specific Plan, all of it in the Industrial District with the exception of the commercial corner at Mountain Avenue and First Street.

SITE DESCRIPTION: All project properties are listed by the County Assessor as being owned by H & H Properties L.P. the company that owned and operated the Norco Egg Ranch. There are 21 existing residential or former residential lots that front onto Pacific Avenue or First Street that are part of the project (2 lots are vacant). All of these are zoned Industrial District in the Gateway Specific Plan (GSP). All of the occupied units are rentals. There are five lots south of Second Street and west of Mountain Avenue, two of these are vacant lots, two have abandoned homes, and one is currently being used as a rental residence. All five are zoned Industrial District. The remainder of the property north of First Street and west of Mountain Avenue is either vacant or a part of the former Norco Egg Ranch facility and is zoned Industrial District with the exception of 2.3 acres on the northwest corner of First Street and Mountain Avenue that are zoned Commercial District.

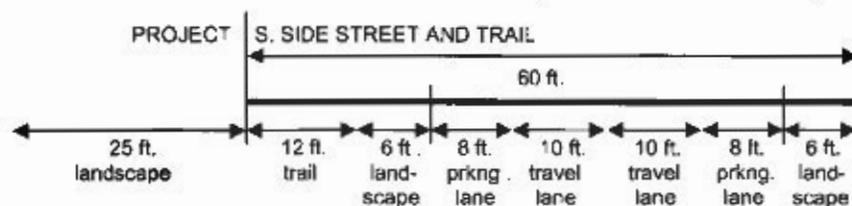
There are seven lots on the east side of Mountain Avenue that are a part of the project and of those there are two existing rental residences, one abandoned residence, and the rest is vacant or part of the former Norco Egg Ranch. All of these lots are zoned Industrial District in the GSP.

CIRCULATION AND TRAILS: The Circulation Element of the Norco General Plan identifies Second Street as a local street (60-foot right-of-way, one lane of travel each direction) adjacent to the north side of the project west of Mountain Avenue. East of Mountain Avenue Second Street becomes a collector (88-foot right-of-way, two through lanes each direction). Most of Second Street between the freeway and Mountain Avenue has been improved to the ultimate width except the portion just east of Mountain Avenue on both sides of the street that includes frontage for Phase 3 of this project. Phase 3 was proposed located on the southeast corner of Second Street and Mountain Avenue. Right-of-way for this phase would need to be dedicated along

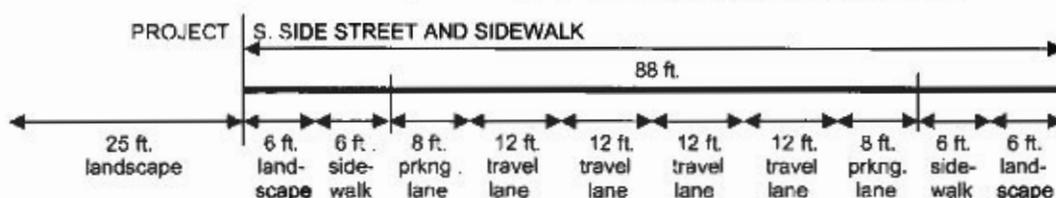
January 23, 2012

Second Street. There is no designated trail on the Master Trail Plan along Second Street between Mountain Avenue and the freeway.

SECOND STREET (west of Mountain)

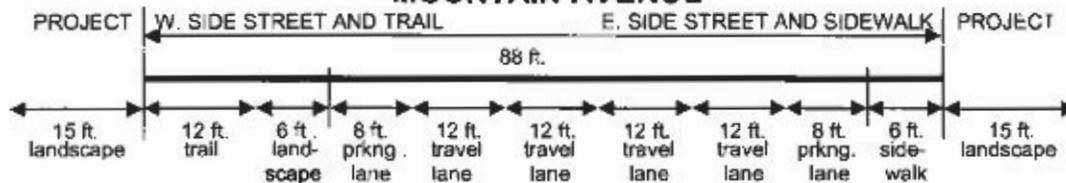


SECOND STREET (east of Mountain)



Mountain Avenue is designated a collector from the freeway (Hidden Valley Parkway) north to Second Street. Full street improvements have been completed from the freeway to First Street. Between First Street and Second Street only one portion of Mountain Avenue is improved to its ultimate half-street width in front of the Hammer Down business. For the remainder of the street along this section, right-of-way would need to be dedicated for street improvements. There is a designated trail on the west side of Mountain Avenue that has not been improved, but would be a condition of the project.

MOUNTAIN AVENUE



First Street is designated a collector street in the Circulation Element from Hamner Avenue west to Parkridge Street (same diagram as Second Street, east of Mountain Avenue). Full street improvements exist for only a small distance west of Hamner Avenue. For the remainder of the street right-of-way would need to be dedicated, including where the project fronts. There is a designated trail on the north side of First Street between Mountain Avenue and Pacific Avenue that is not improved. Right-of-way dedication and trail improvements would be conditions on the project.

Pacific Avenue is designated a local street in the Circulation Element (same diagram as Second Street west of Mountain Avenue but with a 50-foot landscaped setback). All of that right-of-way has been dedicated between First Street and Second Street however full street improvements have not been constructed. Half-street improvements would be

a condition of approval along the project side of the street. There is a designated trail on the east side of Pacific Avenue that has not been fully improved. That also would be a condition of the project. No project access was proposed from Pacific Avenue.

The project was conditioned to construct horse trails along the project side of all streets: 1) east side Pacific; 2) west side Mountain; 3) south side Second along the project frontage; and north side First. No trail improvements were conditioned along the east side of Mountain Avenue since there is no designated trail there. Landscaped parkways along with on-site landscaping would separate the trails from the proposed buildings. The buildings were sited to have most of the truck activity occur on the sides of buildings opposite residences and opposite the trails.

BUILDING SETBACKS AND TRAILS: The project was designed to meet or exceed all of the landscaped setback requirements of the GSP.

| REQUIRED LANDSCAPE SETBACKS (GSP) | PROPOSED LANDSCAPE SETBACKS | | | | | |
|---|-----------------------------|---------|---------|---------|---------|---------|
| | BLDG. 1 | BLDG. 2 | BLDG. 3 | BLDG. 4 | BLDG. 5 | BLDG. 6 |
| Second Street front (15 ft.) | | | | | 25 ft. | |
| Second Street side (20 ft.) | | | | 25 ft. | | |
| First Street front (15 ft.) | | | | | | |
| First Street side (20 ft.) | | | 25 ft. | | | |
| Mountain Avenue front (15 ft.) | | | | | | 15 ft. |
| Mountain Avenue side (15 ft.) | 15 ft. | 15 ft. | | 15 ft. | 15 ft. | |
| Pacific Ave. rear building setback (50 ft.) | 116 ft. | 116 ft. | 116 ft. | | | |
| Pacific Avenue landscaping (5 ft.) | 50 ft. | 50 ft. | 50 ft. | | | |

Enhanced landscaping setbacks were proposed along the east side of Pacific Avenue and south side of Second Street (ref. Exhibit "D" – Trail and Setback Cross-Sections). Except as otherwise required the standard requirement in the GSP is a front building setback of 15 feet. There are enhanced requirements however for certain streets and those that impact the project site are described below:

For Second Street the requirement is a front-yard building setback of 25 feet and a side-yard setback of 20 feet, all of which needs to be landscaped. Building 4 sides onto Second Street but the building was proposed with an increased 25-foot landscaped setback. The standard requirement of the GSP for the rear yard building setback along Pacific Avenue is 50 feet with at least five feet being landscaped. The project design increased the landscaping to 50 feet and increased the building setback to 116 feet. The additional setback area would be an automobile-only parking area adjacent to the building.

For First Street the standard front yard building setback is 15 feet as stated above, all of which needs to be landscaped. Where a side yard abuts First Street the building setback is 20 feet, all landscaped. The project was designed with an increased landscaped area of 25 feet adjacent to the street and trail along First Street where it is the side of the Building 3 and the requirement would only be 20 feet.

Building 5 was proposed with the primary access to Second Street (east of Mountain Avenue). There is no designated trail along this portion of Second Street. The condition

for street improvements included a parkway that consists of a 5.5-foot sidewalk adjacent to the street with six feet of parkway landscaping. That combined with the 25 feet of setback landscaping on-site resulted in a landscaped area of 31 feet between the sidewalk and the proposed automobile-parking area adjacent to Building 5. Likewise there is no designated trail on the east side of Mountain Avenue so the parkway would only be six feet wide and that would all be sidewalk (5.5-foot sidewalk and .5-foot curb). Adjacent to that would be the 15 feet of landscaping on-site before the automobile-parking area. This is the same situation for the frontage of Building 6 on the east side of Mountain Avenue.

The required building setback along Mountain Avenue is 15 feet per the GSP, all of which needs to be landscaping. The west side of Mountain Avenue would have the trail as stated above so the parkway would consist 6 feet of landscaping between the street and the 12-foot trail. After the trail would be 15 feet of setback landscaping and then the automobile-parking areas adjacent to Buildings 1, 2, and 4. All of the truck-parking areas for all of the buildings would be located between the buildings and away from the streets and trails.

PROJECT TRUCK AND AUTO ACCESS: All truck access for the entire project was designed to be from Mountain Avenue with the exception of Building 5 on the southeast corner of Second Street and Mountain Avenue. Trucks for Building 5 would have access from Second Street and automobile access would be from Mountain Avenue adjacent to existing residences that were not a part of the project.

For Building 3 there was a proposed automobile access only from First Street. Truck access to Building 3 was from a proposed private drive aisle off of Mountain Avenue.

Building 4 backs up to Second Street on the west side of Mountain Avenue and the truck and auto access would both occur from Mountain Avenue. There was a proposed emergency access west of Building 4 onto Second Street but this would be gated and only available when needed for emergency vehicles.

PROJECT AND STREET IMPROVEMENT PHASING: The project was proposed in three phases through the year 2014. Phase 1 included the development of Building 2 (605,280 square feet) and Building 3 (96,730 square feet). Phase 2 included Building 1 (561,600 square feet) and Building 4 (89,640 square feet). Phase 3 was buildout of the project with Building 5 (118,060 square feet) and Building 6 (25,080 square feet).

The street improvement infrastructure was proposed in phases to correspond to project phasing to meet the traffic demand of each phase per the Traffic Impact Analysis (TIA) (ref. Exhibit "E" – Roadway Improvement Phasing). During review a condition was added that all circulation improvements would be done in the first phase. These were part of conditions that the Planning Commission had recommended during its review that needed to be included if the project were to be approved. These were never adopted since the project was denied but those conditions that were recommended are shown in Exhibit "T" – Recommended Added Conditions.

LAND USE: The project was designed to accommodate warehousing which is a permitted use in the GSP. The buildings were designed to be subdivided as needed to accommodate other uses also allowed in the GSP. The project was being proposed as a speculation project to be done in phases to accommodate clients as they become available. As designed and conditioned the project would meet the development standards of the Gateway Specific Plan, Industrial District.

ARCHITECTURE: The focus of architecture and design in the City is a western and equestrian theme. The direction for architecture from the City Council is based on location within the City, the architecture of adjacent neighborhoods and projects, and the types of buildings involved. In the City Council direction consideration was made for new development in areas where the predominant architecture of adjacent projects is already not predominantly western in theme, and for types of buildings (e.g. industrial buildings) where the application of western or equestrian themes needs to be tempered with the functionality of the buildings themselves.

The project was designed to incorporate western design features as can be appropriate for buildings of this scale, combined with landscaping to help buffer the scale of the buildings from adjacent streets, trails, and neighborhoods. Design features included wood trellises, knee braces, stone pilasters, varied rooflines, and landscaping decorations focused around building entry points and corners (ref. – Exhibit "L" – Building Elevations). Each phase was focused on a different theme so that the project had a consistent look but with variations to prevent monotony in the overall design.

LANDSCAPING: The GSP requires that 15% of projects be landscaped. The Master Site Plan was designed with 20.6% of the site in landscaping that included the detention basins proposed adjacent to Buildings 1 and 3. Of the individual building sites, only Buildings 3 and 4 exceeded the 15% requirement (18.9% and 15.8% respectively). The remaining building sites were individually less than the required 15%, however, large areas for the parking and loading of trucks were located between and behind buildings where there would be limited visibility to the public and little need for landscaping. Increased setback areas and the location of the detention basins adjacent to streets were proposed to provide landscaping in areas where it would be seen by the public.

FENCING: The GSP does not establish wall or fencing requirements for the Industrial District. The project was proposed with wrought iron fencing at property line along the east side of Pacific Street because of the increased landscaping and building setback area. The wrought iron fencing would allow the parkway landscaping, trail, and the 50-foot landscaped area adjacent to the trail to blend into one visual landscaped component where a block wall would hide much of the additional 50-foot landscaped area. With the increased building setback of 116 feet combined with the fact that the parking area beyond the 50-foot landscaping was for autos only was considered by the applicants to be a good enough buffer to the trail such that the wrought iron fencing would be a better option for the visual affect. The project was conditioned such that the wrought iron fencing would be continued around to Building 3 on the south side adjacent to First Street.

No fencing was proposed along either side of Mountain Avenue since this would have served as the primary frontage and access for the buildings that front there. Behind the auto parking areas along Mountain Avenue, the project included wrought iron gates to control access into the truck loading/trailer parking areas. Fencing was also not proposed along Second Street because Building 4 was designed adjacent to the street-side landscaping and the primary entrance for Building 5 on the east side of Mountain Avenue is from Second Street.

PARKING: The parking requirement for the project based on the requirements of the NMC is one space per 750 square feet of warehousing space, and one space per 250 square feet of office space. The resulting requirement is 2,180 spaces which can be accommodated and is illustrated on Exhibit "M" (Alternate Parking Plan). The actual parking demand for buildings this size was not anticipated when the current parking standards were established since the construction technology at the time didn't make buildings this size feasible.

A change in warehousing technology has also allowed for more storage with greater automation which can be accomplished with fewer employees in larger buildings. The result is that modern warehouse buildings don't have the need for as many parking spaces as the NMC requires. The proposed parking as shown on the Site Plans was for a total of 1,462 spaces project-wide to accommodate 922 standard auto parking stalls (55 accessible stalls) and 540 trailer parking stalls. If other allowed uses in the Industrial District of the GSP ultimately located in a building or a portion of a building, the alternate parking plan could be striped to accommodate that use.

PROJECT REVIEW:

PROJECT REVIEW BOARD (PRB): The PRB reviewed the project on June 29, 2011 and all of the comments and changes were incorporated in the design of the project or in the conditions of approval.

PLANNING COMMISSION ARCHITECTURAL REVIEW SUBCOMMITTEE (ARC): The ARC reviewed the first draft design of the project in July and met with the architect on July 13, 2011. The architecture and design was revised based on the comments and recommendations from those reviews. The attached elevations show the changes.

PROJECT INFORMATION FORUM: An information forum about the project was held on July 25, 2011 at the Community Center with members of staff and the development team present to answer questions about the project and City Code requirements. Based on feedback and questions from that meeting a condition was added requiring the formation of a services district for the project area to help defray on-going costs that would have been associated with public safety, code enforcement, and maintenance. This was also an issue at the STUC meeting.

STREETS, TRAILS, AND UTILITIES COMMISSION (STUC): The STUC reviewed the project on August 1, 2011 and continued action to August 15, 2011 (ref. Exhibit "O" – Streets, Trails, Utilities Commission Minutes 8-01-11) to review the entire Traffic Analysis.

ENVIRONMENTAL REVIEW: The project is part of the Gateway Specific Plan for which an Environmental Impact Report (EIR) was prepared and certified in 1991. As Lead Agency the City can require new or updated reports to augment previous environmental documents as needed. For this project it was deemed that the traffic study completed for the EIR needed to be updated now that a better idea of the number of daily trips was known and how many trucks would be part of those daily trips. The applicant was required to complete a new traffic study to augment the original to ascertain that traffic impacts were still within the ultimate project build-out forecasts of the original traffic study and to determine the amount of trucks and where those trucks movements were likely to occur.

Traffic Impact Analysis (TIA): The TIA for this project was based on trip generation data taken from the Institute of Transportation Engineers Trip Generation Manual for "Warehousing" (average building size of 200,000 to 400,000 square feet or less and a daily trip generation rate of 3.56 trips per thousand square feet); and "High Cube Warehousing" (average building size of 500,000 square feet or more and a daily trip generation rate of 1.44 trips per thousand square feet). At buildout the project is expected to generate 3,282 trip ends per day of which approximately 405 trips will be attributable to 4+ axle trucks (12%). Of these, approximately 240 will be AM peak hour trips of which 30 will be 4+ axle trucks; and approximately 261 will be PM peak hour trips of which 32 will be 4+ axle trucks.

A comparison of other "high cube warehouses" in the region shows that actual data results in an average truck trips per hour that ranges from 3.3 to 5.0 trips per hour for a two-shift per day operation (16 hours); and 2.2 to 3.5 trips per hour for a three-shift per day operation (24 hours) (ref. Exhibit "P" – Truck Activity at Existing Facilities).

A comparison of cumulative traffic impacts from the updated TIA for Norco Ranch Commerce Park and the Gateway Specific Plan Traffic Study shows a consistent decrease in total traffic numbers at the intersections of Hamner Avenue with Second Street, I-15 southbound ramps with Second Street, I-15 northbound ramps with Second Street, and Hamner Avenue with Hidden Valley Parkway (ref. Exhibit "Q" – ADT Volume Comparison for Cumulative Traffic Conditions, Gateway S.P. and Norco Ranch)

Air Quality Analysis and Greenhouse Gas Analysis: In addition to the updated traffic analysis the applicant was required to submit an air quality analysis and a climate change (greenhouse gas) analysis since the technologies for determining those impacts have improved since the original EIR. Since the project is consistent with the City of Norco General Plan it is consistent with land use projections used as the basis for the adopted 2007 Air Quality Management Plan.

For greenhouse gas emissions there currently are no established thresholds to determine if a project will create a negative impact. There are recommended actions, though not yet adopted, for a scoping plan that can be used to determine if a project has the potential of creating significant impacts. In all of those categories that are applicable to this project there will be no conflict with implementation.

Based on the updated TIA, the Air Quality Impact Analysis, and the Greenhouse Gas Analysis it has been determined that an Addendum to the Gateway Specific Plan EIR be adopted to incorporate those documents into the EIR.

EVALUATION CONCLUSION: After review the Planning Commission determined that the project (all phases of Master Site Plan 2011-07) was not consistent with the intent of the Gateway Specific Plan:

- 1) The Industrial District is for "Light industrial, research and development (R&D) and ancillary facilities. Industrial uses allowed in this District will be light and clean, primarily high-tech industry that generates little noise or air pollution; no heavy manufacturing will be permitted."
- 2) "All new uses must respect and accommodate existing uses that will remain both within and adjacent to the Project Area."
- 3) Gateway Specific Plan Land Use/Fiscal Goal (2.3.4) Policy 7 is to develop a light industrial land use nucleus centering on the existing Norco Egg Ranch facility.

Per Section 4.1.7 of the Gateway Specific Plan the Planning Commission has the responsibility to interpret the provisions of the Plan including the extent to which a development proposal responds to the Plan's Goals, Objectives, and Policies. The Planning Commission determined that the project was too intensive of a use for the site and the neighborhood where it was being proposed and that there were still unanswered questions pertaining to regional traffic impacts and how those impacts could be mitigated primarily at the intersections of Hamner Avenue with Second Street and Hidden Valley Parkway, and the interchanges with the freeway.

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Attachments: PC Resolutions 2011-41, -42, -43, -44, -45 (for denial)
Exhibit "A" – Location Map
Exhibit "B" – APN Map
Exhibit "C" – Master Site Plan
Exhibit "D" – Trail and Setback Cross-Sections
Exhibit "E" – Roadway Improvement Phasing
Exhibits ("F" – "K") – Buildings 1 – 6
Exhibit "L" – Building Elevations
Exhibit "M" – Alternate Parking Plan
Exhibit "N" – Project Review Board Meeting Notes
Exhibit "O" – Streets, Trails, and Utilities Commission Minutes
Exhibit "P" – Truck Activity at Existing Facilities
Exhibit "Q" – ADT Volume Comparison for Cumulative Traffic
Conditions, Gateway S.P. and Norco Ranch
Exhibit "R" – Tentative Parcel Map 36392
Exhibit "S" – Preliminary Landscape Plans
Exhibit "T" – Recommended Added Conditions
Exhibit "U" – Letters of Support

RESOLUTION 2011-41

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NORCO, CALIFORNIA TO DENY A MASTER SITE PLAN FOR DEVELOPMENT PURPOSES ON 86.93 ACRES LOCATED GENERALLY BETWEEN PACIFIC AVENUE AND MOUNTAIN AVENUE AND FIRST STREET AND SECOND STREET EXCEPTING OUT APPROXIMATELY FIVE ACRES ON THE SOUTHEAST CORNER OF SECOND STREET AND PACIFIC AVENUE AND ADDING APPROXIMATELY 13.6 NON-CONTIGUOUS ACRES ON THE EAST SIDE OF MOUNTAIN AVENUE. SITE PLAN 2011-07

WHEREAS, ALERE PROPERTY GROUP, LLC, initiated an application for a master site plan on property generally described as:

Being a subdivision of Lots 2, 3, 5, 6, 7, 8, Portions of Lots 1 and 4 of Block 12, together with Portions of Lots 1, 2 and 3 of Block 13, of Riverside Orange Heights Tract, as per Map filed in Book 6, Page 74 of Maps, in the Office of the County Recorder of said County,

More generally described as approximately 86.93 acres located between Pacific Avenue and Mountain Avenue and First Street and Second Street excepting out approximately five acres on the southeast corner of Second Street and Mountain Avenue and adding approximately 13.6 non-contiguous acres on the east side of Mountain Avenue (several APN); 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, at the time set at 7 p.m. on August 10, 2011, within the Council Chambers at 2820 Clark Avenue, Norco, California, 92960, 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, said Planning Commission closed the public hearing and directed staff to re-advertise the project and include a description of related site plan components to the proposed map in the public hearing notice; and

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

WHEREAS, at the time set at 7 p.m. on September 6, 2011, 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, said Planning Commission closed the public hearing and continued said petition to September 14, 2011; and

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

WHEREAS, the City of Norco, acting as the Lead Agency, determined that an Addendum to the Gateway Specific Plan Environmental Impact Report be approved based on sufficient new information that required the preparation of an updated Traffic Impact Analysis, an Air Quality Analysis, and a Greenhouse Gas Analysis and that the addition of these studies constitutes the Addendum pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines.

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

I. FINDINGS:

- A. The proposed master site plan is not consistent with the intent of the Gateway Specific Plan Industrial District which designates the area for "Light industrial, research and development (R&D) and ancillary facilities. Industrial uses allowed in this District will be light and clean, primarily high-tech industry that generates little noise or air pollution; no heavy manufacturing will be permitted."
- B. The proposed master site plan is too intense for compatibility in the area where it is located being surrounded on three sides by low density agricultural-residential land uses.
- C. The proposed master site plan will create additional traffic. While the traffic, to include more tractor-trailer combos, can be accommodated with street and intersection improvements, the resulting congestion may make the surrounding commercial district along Hamner Avenue too congested and not attractive to future potential commercial customers at the commercial establishments along Hamner Avenue which is a primary source of sales tax revenue that currently supports the City.
- D. The traffic study for the proposed master site plan, of which this is Phase 1, addressed impacts and mitigation measures on surrounding streets and intersections. Only one improvement to the northbound Second Street off-ramp was included for freeway impacts yet current congestion in the City is centered on the Second Street and Hidden Valley Parkway intersections with the freeway. While any freeway improvements are under the ju-

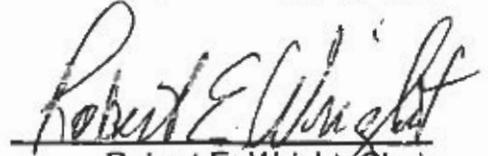
jurisdiction of Caltrans and not the City, it is not clear that impacts to these two intersections have been adequately addressed and mitigated.

- E. The master site plan is not consistent with the Gateway Specific Plan General Goal Statement (2.3.2): "All new uses must respect and accommodate existing uses that will remain both within and adjacent to the Project Area."
- F. The project is of such a size that it is not consistent with the Gateway Specific Plan Land Use/Fiscal Goal (2.3.4) Policy 7 to develop a light industrial land use nucleus centering around the existing Norco Egg Ranch facility.
- G. Per Section 4.1.7 of the Gateway Specific Plan the Planning Commission shall have the responsibility to interpret the provisions of the Plan including the extent to which the development proposal responds to the Plan's Goals, Objectives, and Policies.
- H. The City of Norco has been determined to be the lead agency for environmental reporting purposes pursuant to State and local environmental guidelines, and has determined that the project requires an Addendum to the Gateway Specific Plan Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines to add the Updated Traffic Impact Analysis, the Air Quality Analysis, and the Greenhouse Gas Analysis.

II. DETERMINATION:

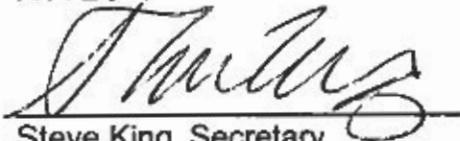
NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Norco, California, in session assembled September 14, 2011 does hereby deny Site Plan 2011-07 (Master Site Plan).

PASSED AND ADOPTED by the Planning Commission at a special meeting held
September 14, 2011.



Robert E. Wright, Chair
Planning Commission
City of Norco, California

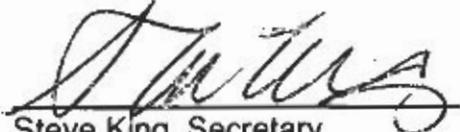
ATTEST:



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 special
meeting thereof held on September 14, 2011 by the following roll call vote:

AYES: Hedges, Henderson, Leonard, Wright
NOES: Jaffarian
ABSENT:
ABSTAIN:



Steve King, Secretary
Planning Commission
City of Norco, California

/sk-80103

RESOLUTION 2011-42

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NORCO, CALIFORNIA DENYING PHASE 1 OF MASTER SITE PLAN 2011-07 FOR DEVELOPMENT OF BUILDING 2 (SITE PLAN 2011-09) AND BUILDING 3 (SITE PLAN 2011-11) (598,340 SQUARE FEET AND 96,687 SQUARE FEET RESPECTIVELY) LOCATED GENERALLY BETWEEN PACIFIC AVENUE AND MOUNTAIN AVENUE AND NORTH OF FIRST STREET. SITE PLANS 2011-09, -11.

WHEREAS, ALERE PROPERTY GROUP, LLC, initiated an application for site plans on property generally described as:

Parcels 2 and 3 of Parcel Map 36392, Being a subdivision of Lots 2, 3, 5, 6, 7, 8, Portions of Lots 1 and 4 of Block 12, together with Portions of Lots 1, 2 and 3 of Block 13, of Riverside Orange Heights Tract, as per Map filed in Book 6, Page 74 of Maps, in the Office of the County Recorder of said County,

More generally described as approximately 33.65 acres located between Pacific Avenue and Mountain Avenue north of First Street (several APN); 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, at the time set at 7 p.m. on August 10, 2011, 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, said Planning Commission closed the public hearing and directed staff to re-advertise the project and include a description of the site plan components in the public hearing notice; and

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

WHEREAS, at the time set at 7 p.m. on September 6, 2011, 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, said Planning Commission closed the public hearing and continued said petition to September 14, 2011; and

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

WHEREAS, the City of Norco, acting as the Lead Agency, has determined that an Addendum to the Gateway Specific Plan Environmental Impact Report be approved based on sufficient new information that required the preparation of an updated Traffic Impact Analysis, an Air Quality Analysis, a Greenhouse Gas Analysis, and a Noise Impact Analysis, and that the addition of these studies constitutes the Addendum pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines.

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

I. FINDINGS:

- A. The proposed master site plan, of which this is Phase 1, is not consistent with the intent of the Gateway Specific Plan Industrial District which designates the area for "Light industrial, research and development (R&D) and ancillary facilities. Industrial uses allowed in this District will be light and clean, primarily high-tech industry that generates little noise or air pollution; no heavy manufacturing will be permitted."
- B. The proposed master site plan, of which this is Phase 1, is too intense for compatibility in the area where it is located being surrounded on three sides by low density agricultural-residential land uses.
- C. The proposed master site plan, of which this is Phase 1, will create additional traffic. While the traffic, to include more tractor-trailer combos, can be accommodated with street and intersection improvements, the resulting congestion may make the surrounding commercial district along Hamner Avenue too congested and not attractive to future potential commercial customers at the commercial establishments along Hamner Avenue which is a primary source of sales tax revenue that currently supports the City.
- D. The traffic study for the proposed master site plan, of which this is Phase 1, addressed impacts and mitigation measures on surrounding streets and intersections. Only one improvement to the northbound Second Street off-ramp was included for freeway impacts yet current congestion in the City is centered on the Second Street and Hidden Valley Parkway intersections with the freeway. While any freeway improvements are under the jurisdiction of Caltrans and not the City, it is not clear that impacts to these two intersections have been adequately addressed and mitigated.

September 14, 2011

- E. The master site plan, of which this is Phase 1, is not consistent with the Gateway Specific Plan General Goal Statement (2.3.2): "All new uses must respect and accommodate existing uses that will remain both within and adjacent to the Project Area."
- F. The project is of such a size that it is not consistent with the Gateway Specific Plan Land Use/Fiscal Goal (2.3.4) Policy 7 to develop a light industrial land use nucleus centering around the existing Norco Egg Ranch facility.
- G. Per Section 4.1.7 of the Gateway Specific Plan the Planning Commission shall have the responsibility to interpret the provisions of the Plan including the extent to which the development proposal responds to the Plan's Goals, Objectives, and Policies.
- H. The City of Norco has been determined to be the lead agency for environmental reporting purposes pursuant to State and local environmental guidelines, and has determined that the project requires an Addendum to the Gateway Specific Plan Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines to add the Updated Traffic Impact Analysis, the Air Quality Analysis, the Greenhouse Gas Analysis, and the Noise Impact Analysis.

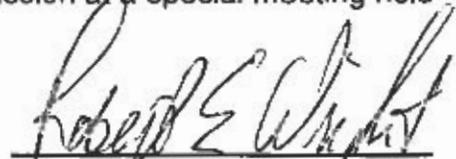
II. DETERMINATION:

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Norco, California, in session assembled September 14, 2011 does hereby deny Master Site Plan 2011-07 (Phase 1).

#

September 14, 2011

PASSED AND ADOPTED by the Planning Commission at a special meeting held September 14, 2011.



Robert E. Wright, Chair
Planning Commission
City of Norco, California

ATTEST:



Steve King, Secretary
Planning Commission
City of Norco, California

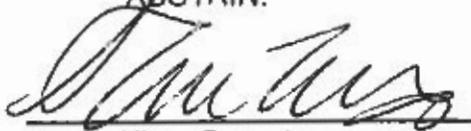
I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Norco at a special meeting thereof held on September 14, 2011 by the following roll call vote:

AYES: Hedges, Henderson, Leonard, Wright

NOES:

ABSENT: Jaffarian

ABSTAIN:



Steve King, Secretary
Planning Commission
City of Norco, California

/sk-80104

RESOLUTION 2011-43

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NORCO, CALIFORNIA DENYING PHASE 2 OF MASTER SITE PLAN 2011-07 FOR DEVELOPMENT OF BUILDING 1 (SITE PLAN 2011-08) AND BUILDING 4 (SITE PLAN 2011-10) (554,700 SQUARE FEET AND 88,545 SQUARE FEET RESPECTIVELY) LOCATED GENERALLY BETWEEN PACIFIC AVENUE AND MOUNTAIN AVENUE AND SOUTH OF SECOND STREET. SITE PLANS 2011-08, -10.

WHEREAS, ALERE PROPERTY GROUP, LLC, initiated an application for site plans on property generally described as:

Parcels 1 and 4 of Parcel Map 36392, Being a subdivision of Lots 2, 3, 5, 6, 7, 8, Portions of Lots 1 and 4 of Block 12, together with Portions of Lots 1, 2 and 3 of Block 13, of Riverside Orange Heights Tract, as per Map filed in Book 6, Page 74 of Maps, in the Office of the County Recorder of said County,

More generally described as approximately 32 acres located between Pacific Avenue and Mountain Avenue south of Second Street (several APN); 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, at the time set at 7 p.m. on August 10, 2011, 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, said Planning Commission closed the public hearing and directed staff to re-advertise the project and include a description of the site plan components in the public hearing notice; and

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

WHEREAS, at the time set at 7 p.m. on September 6, 2011, 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, said Planning Commission closed the public hearing and continued said petition to September 14, 2011; and

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

WHEREAS, the City of Norco, acting as the Lead Agency, has determined that an Addendum to the Gateway Specific Plan Environmental Impact Report be approved based on sufficient new information that required the preparation of an updated Traffic Impact Analysis, an Air Quality Analysis, a Greenhouse Gas Analysis, and a Noise Impact Analysis, and that the addition of these studies constitutes the Addendum pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines.

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

I. FINDINGS:

- A. The proposed master site plan, of which this is Phase 2, is not consistent with the intent of the Gateway Specific Plan Industrial District which designates the area for "Light industrial, research and development (R&D) and ancillary facilities. Industrial uses allowed in this District will be light and clean, primarily high-tech industry that generates little noise or air pollution; no heavy manufacturing will be permitted."
- B. The proposed master site plan, of which this is Phase 2, is too intense for compatibility in the area where it is located being surrounded on three sides by low density agricultural-residential land uses.
- C. The proposed master site plan, of which this is Phase 2, will create additional traffic. While the traffic, to include more tractor-trailer combos, can be accommodated with street and intersection improvements, the resulting congestion may make the surrounding commercial district along Hamner Avenue too congested and not attractive to future potential commercial customers at the commercial establishments along Hamner Avenue which is a primary source of sales tax revenue that currently supports the City.
- D. The traffic study for the proposed master site plan, of which this is Phase 1, addressed impacts and mitigation measures on surrounding streets and intersections. Only one improvement to the northbound Second Street off-ramp was included for freeway impacts yet current congestion in the City is centered on the Second Street and Hidden Valley Parkway intersections with the freeway. While any freeway improvements are under the jurisdiction of Caltrans and not the City, it is not clear that impacts to these two intersections have been adequately addressed and mitigated.

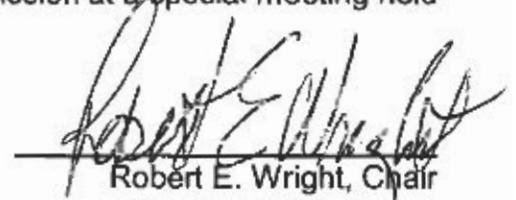
- E. The master site plan, of which this is Phase 2, is not consistent with the Gateway Specific Plan General Goal Statement (2.3.2): "All new uses must respect and accommodate existing uses that will remain both within and adjacent to the Project Area."
- F. The project is of such a size that it is not consistent with the Gateway Specific Plan Land Use/Fiscal Goal (2.3.4) Policy 7 to develop a light industrial land use nucleus centering around the existing Norco Egg Ranch facility.
- G. Per Section 4.1.7 of the Gateway Specific Plan the Planning Commission shall have the responsibility to interpret the provisions of the Plan including the extent to which the development proposal responds to the Plan's Goals, Objectives, and Policies.
- H. The City of Norco has been determined to be the lead agency for environmental reporting purposes pursuant to State and local environmental guidelines, and has determined that the project requires an Addendum to the Gateway Specific Plan Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines to add the Updated Traffic Impact Analysis, the Air Quality Analysis, the Greenhouse Gas Analysis, and the Noise Impact Analysis.

II. DETERMINATION:

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Norco, California, in session assembled September 14, 2011 does hereby deny Site Plan 2011-08 and Site Plan 2011-10 (Phase 2 of Master Site Plan 2011-07).

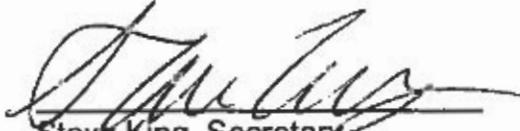
September 14, 2011

PASSED AND ADOPTED by the Planning Commission at a special meeting held September 14, 2011.



Robert E. Wright, Chair
Planning Commission
City of Norco, California

ATTEST:



Steve King, Secretary
Planning Commission
City of Norco, California

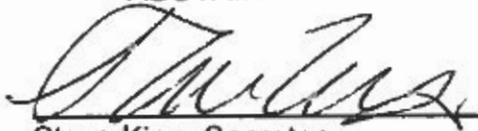
I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Norco at a special meeting thereof held on September 14, 2011 by the following roll call vote:

AYES: Hedges, Henderson, Leonard, Wright

NOES:

ABSENT: Jaffarian

ABSTAIN:



Steve King, Secretary
Planning Commission
City of Norco, California

/sk-79362

RESOLUTION 2011-44

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NORCO, CALIFORNIA DENYING MASTER SITE PLAN 2011-07 PHASE 3 FOR DEVELOPMENT OF BUILDING 5 (SITE PLAN 2011-12) AND BUILDING 6 (SITE PLAN 2011-13) (121,137 SQUARE FEET AND 114,482 SQUARE FEET RESPECTIVELY) LOCATED GENERALLY EAST OF MOUNTAIN AVENUE AND SOUTH OF SECOND STREET. SITE PLANS 2011-12, -13.

WHEREAS, ALERE PROPERTY GROUP, LLC, initiated an application for site plans on property generally described as:

Parcels 5 and 6 of Parcel Map 36392, Being a subdivision of Lots 2, 3, 5, 6, 7, 8, Portions of Lots 1 and 4 of Block 12, together with Portions of Lots 1, 2 and 3 of Block 13, of Riverside Orange Heights Tract, as per Map filed in Book 6, Page 74 of Maps, in the Office of the County Recorder of said County,

More generally described as approximately 13.59 acres located east of Mountain Avenue south of Second Street (several APN); 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, at the time set at 7 p.m. on August 10, 2011, 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, said Planning Commission closed the public hearing and directed staff to re-advertise the project and include a description of the site plan components in the public hearing notice; and

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

WHEREAS, at the time set at 7 p.m. on September 6, 2011, 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, said Planning Commission closed the public hearing and continued said petition to September 14, 2011; and

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

WHEREAS, the City of Norco, acting as the Lead Agency, has determined that an Addendum to the Gateway Specific Plan Environmental Impact Report be approved based on sufficient new information that required the preparation of an updated Traffic Impact Analysis, an Air Quality Analysis, and a Greenhouse Gas Analysis and that the addition of these studies constitutes the Addendum pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines.

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

I. FINDINGS:

- A. The proposed master site plan, of which this is Phase 3, is not consistent with the intent of the Gateway Specific Plan Industrial District which designates the area for "Light industrial, research and development (R&D) and ancillary facilities. Industrial uses allowed in this District will be light and clean, primarily high-tech industry that generates little noise or air pollution; no heavy manufacturing will be permitted."
- B. The proposed master site plan, of which this is Phase 3, is too intense for compatibility in the area where it is located being surrounded on three sides by low density agricultural-residential land uses.
- C. The proposed master site plan, of which this is Phase 3, will create additional traffic. While the traffic, to include more tractor-trailer combos, can be accommodated with street and intersection improvements, the resulting congestion may make the surrounding commercial district along Hamner Avenue too congested and not attractive to future potential commercial customers at the commercial establishments along Hamner Avenue which is a primary source of sales tax revenue that currently supports the City.
- D. The traffic study for the proposed master site plan, of which this is Phase 1, addressed impacts and mitigation measures on surrounding streets and intersections. Only one improvement to the northbound Second Street off-ramp was included for freeway impacts yet current congestion in the City is centered on the Second Street and Hidden Valley Parkway intersections with the freeway. While any freeway improvements are under the jurisdiction of Caltrans and not the City, it is not clear that impacts to these two intersections have been adequately addressed and mitigated.

- E. The master site plan, of which this is Phase 3, is not consistent with the Gateway Specific Plan General Goal Statement (2.3.2): "All new uses must respect and accommodate existing uses that will remain both within and adjacent to the Project Area."
- F. The project is of such a size that it is not consistent with the Gateway Specific Plan Land Use/Fiscal Goal (2.3.4) Policy 7 to develop a light industrial land use nucleus centering around the existing Norco Egg Ranch facility.
- G. Per Section 4.1.7 of the Gateway Specific Plan the Planning Commission shall have the responsibility to interpret the provisions of the Plan including the extent to which the development proposal responds to the Plan's Goals, Objectives, and Policies.
- H. The City of Norco has been determined to be the lead agency for environmental reporting purposes pursuant to State and local environmental guidelines, and has determined that the project requires an Addendum to the Gateway Specific Plan Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines to add the Updated Traffic Impact Analysis, the Air Quality Analysis, the Greenhouse Gas Analysis, and the Noise Impact Analysis.

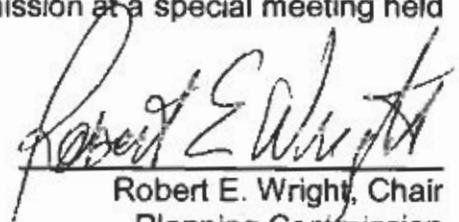
II. DETERMINATION:

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Norco, California, in session assembled September 14, 2011 does hereby deny Site Plan 2011-12 and Site Plan 2011-13 (Phase 3 of Master Site Plan 2011-07).

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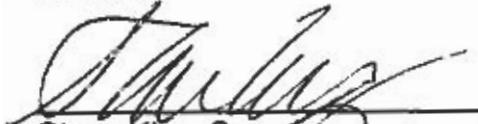
September 14, 2011

PASSED AND ADOPTED by the Planning Commission at a special meeting held September 14, 2011.



Robert E. Wright, Chair
Planning Commission
City of Norco, California

ATTEST:



Steve King, Secretary
Planning Commission
City of Norco, California

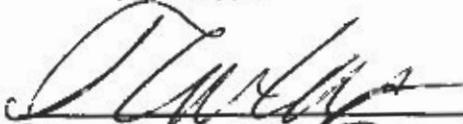
I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Norco at a special meeting thereof held on September 14, 2011 by the following roll call vote:

AYES: Hedges, Henderson, Leonard, Wright

NOES:

ABSENT: Jaffarian

ABSTAIN:



Steve King, Secretary
Planning Commission
City of Norco, California

/sk-80106

RESOLUTION NO. 2011-45

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NORCO RECOMMENDING TO THE CITY COUNCIL THAT TENTATIVE PARCEL MAP 36392 BE DENIED

WHEREAS, ALERE GROUP LLC submitted an application to the City of Norco, California, for a tentative parcel map to combine several existing parcels and subdivide the resulting 86.93 acres into seven lots and one lettered lot under the provisions of Title 17 of the Norco Municipal Code, on property generally described as:

Being a subdivision of Lots 2, 3, 5, 6, 7, 8, Portions of Lots 1 and 4 of Block 12, together with Portions of Lots 1, 2 and 3 of Block 13, of Riverside Orange Heights Tract, as per Map filed in Book 6, Page 74 of Maps, in the Office of the County Recorder of said County,

More generally described as approximately 86.93 acres located between Pacific Avenue and Mountain Avenue and First Street and Second Street excepting out approximately five acres on the southeast corner of Second Street and Mountain Avenue and adding approximately 13.6 non-contiguous acres on the east side of Mountain Avenue (several APN); 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, at the time set at 7 p.m. on August 10, 2011, 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, said Planning Commission closed the public hearing and directed staff to re-advertise the project and include a description of the site plan components in the public hearing notice; and

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

WHEREAS, at the time set at 7 p.m. on September 6, 2011, 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, said Planning Commission closed the public hearing and continued said petition to September 14, 2011

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

WHEREAS, the City of Norco, acting as the Lead Agency, has determined that an Addendum to the Gateway Specific Plan Environmental Impact Report be approved based on sufficient new information that required the preparation of an updated Traffic Impact Analysis, an Air Quality Analysis, a Greenhouse Gas Analysis, and a Noise Impact Analysis, and that the addition of these studies constitutes the Addendum pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines.

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

I. FINDINGS:

A. The map is not consistent with the Norco General Plan and Gateway Specific Plan in that proposed parcel lines cross existing buildings. The proposed tentative parcel map implements Master Site Plan 2011-07 and Phases 1, 2, and 3 which have been denied.

B. The City of Norco has been determined to be the lead agency for environmental reporting purposes pursuant to State and local environmental guidelines, and has determined that the project requires an Addendum to the Gateway Specific Plan Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines to add the Updated Traffic Impact Analysis, the Air Quality Analysis, the Greenhouse Gas Analysis, and the Noise Impact Analysis.

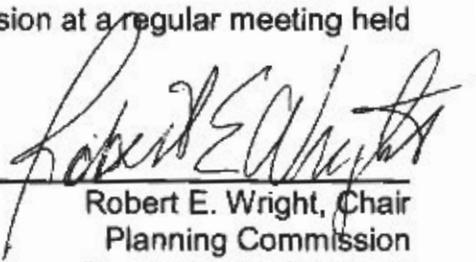
II. DETERMINATION:

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Norco, California, in session assembled on September 14, 2011 does recommend to the City Council that Tentative Parcel Map 36392 be denied.

###

September 14, 2011

PASSED AND ADOPTED by the Planning Commission at a regular meeting held September 14, 2011.



Robert E. Wright, Chair
Planning Commission
City of Norco, California

ATTEST:



Steve King, Secretary
Planning Commission
City of Norco, California

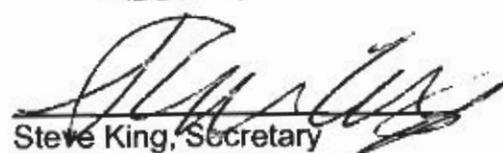
I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Norco at a regular meeting thereof held on September 14, 2011 by the following roll call vote:

AYES: Hedges, Henderson, Leonard, Wright

NOES:

ABSENT: Jaffarian

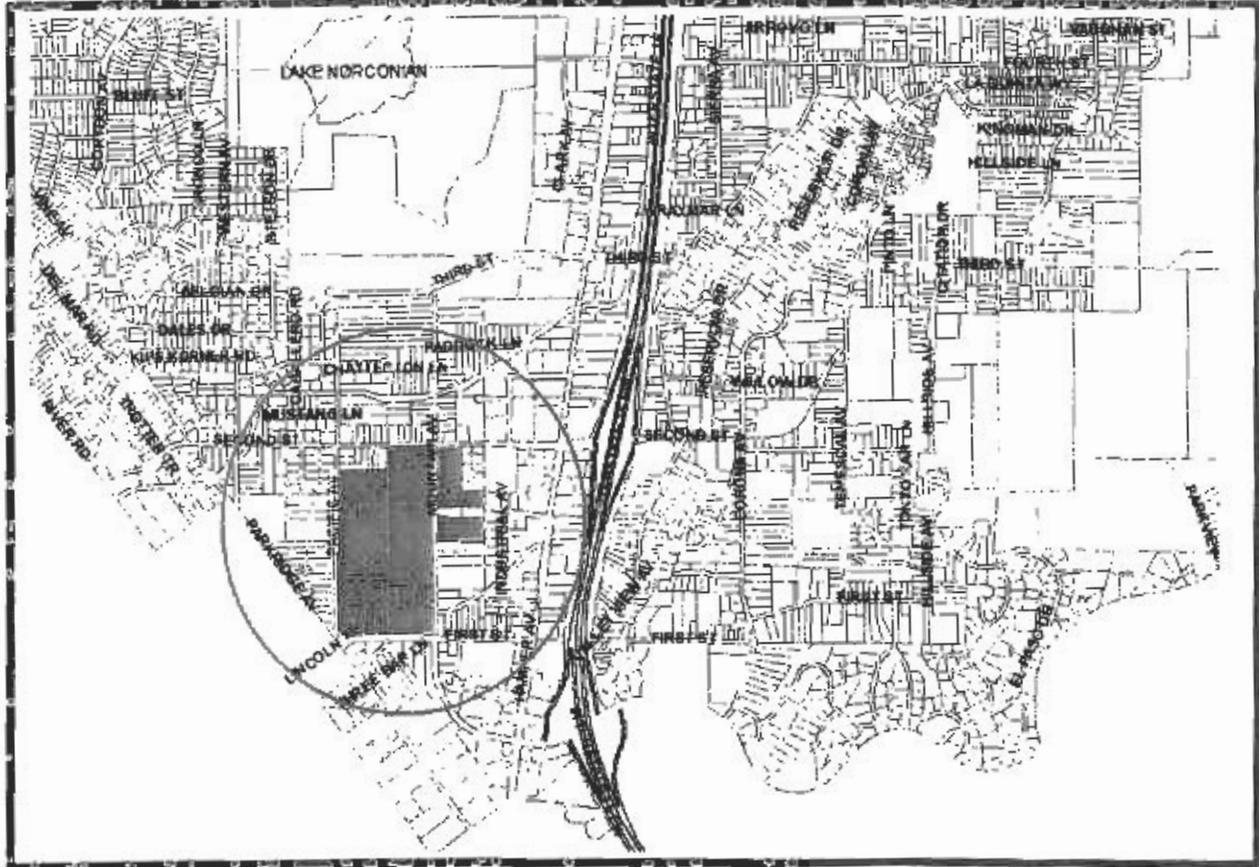
ABSTAIN:



Steve King, Secretary
Planning Commission
City of Norco, California

/sk-80107

LOCATION MAP



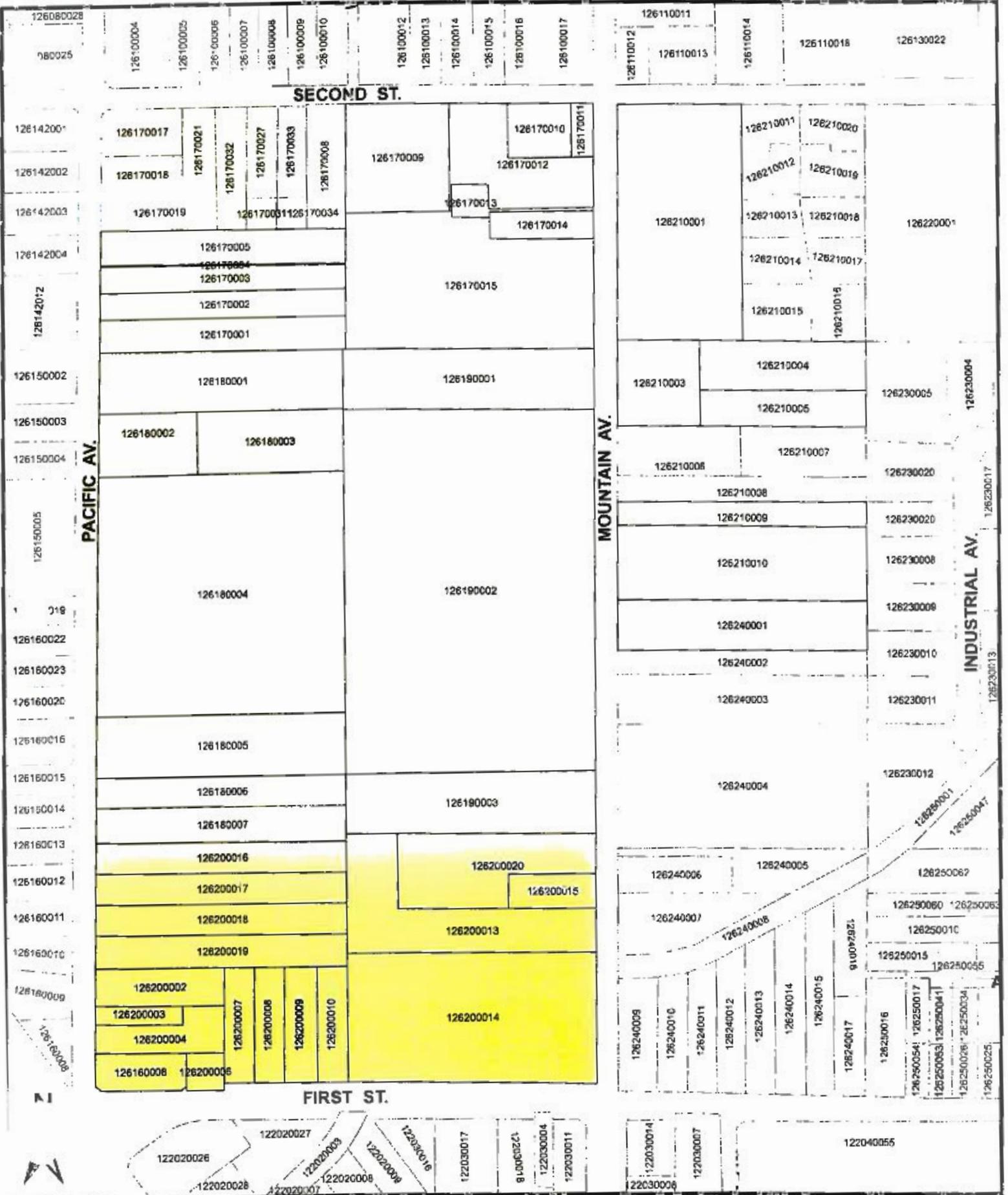
Not to Scale



PROJECT: Site Plan 2011-07
APPLICANT: Alere Property Group LLC
LOCATION: Between First and Second Streets, east of Pacific Ave., and both sides of Mountain Ave.

Exhibit "A"

ASSESSOR'S PARCEL MAP



0 125 250 500 Feet

Project Area

Exhibit B

5.8.1 RECOMMENDED IMPROVEMENTS FOR EAP (2012) CONDITIONS

The effectiveness of the recommended improvements necessary to achieve acceptable peak hour intersection LOS operations are presented in Table 5-17. The following improvements are recommended to achieve acceptable peak hour intersection LOS operations under EAP (2012) traffic conditions:

Recommended Improvement – Mountain Avenue / 1st Street (#12) – The following improvements (shown in **bold**) are necessary to reduce the project's impact to less-than-significant:

Install a traffic signal.

Northbound: One shared left-through lane and one right turn lane.

Southbound: One shared left-through-right turn lane.

Eastbound: **One left turn lane** and one shared through-right turn lane.

Westbound: **One left turn lane** and one shared through-right turn lane.

Recommended Improvement – Hamner Avenue / 2nd Street (#14) – The following improvements (shown in **bold**) are necessary to reduce the project's impact to less-than-significant:

Northbound: One left turn lane, two through lanes and one right turn lane **with overlap phasing**.

Southbound: **Two left turn lanes**, two through lanes and a defacto right turn lane.

Eastbound: One left turn lane, one shared left-through lane, one through lane and one right turn lane.

Westbound: One left turn lane, one shared left-through lane, one through lane and one right turn lane **with overlap phasing**.

Recommended Improvement – Hamner Avenue / Hidden Valley Parkway (#16) – The following improvement (shown in **bold**) is necessary to reduce the project's impact to less-than-significant:

Northbound: One left turn lane, two through lanes and one defacto right turn lane.

Southbound: **Two left turn lanes**, two through lanes and one defacto right turn lane.

Eastbound: One left turn lane, two through lanes and one defacto right turn lane.

Westbound: One left turn lane, one shared left-through lane, one through lane and one right turn lane.

Recommended Improvement – I-15 Northbound Ramps / 2nd Street (#20) – The following improvement (shown in **bold**) is necessary to reduce the project's impact to less-than-significant:

Northbound: One shared left-through lane and one right turn lane.

Southbound: N/A

Eastbound: **Two left turn lanes** and one through lane.

Westbound: One through lane and one defacto right turn lane.

EAP (2012) intersection operations analysis worksheets with mitigation measures are provided in Appendix "5.16".

EXHIBIT "E"

5.8.2 RECOMMENDED IMPROVEMENTS FOR EAP (2013) CONDITIONS

The effectiveness of the recommended improvements necessary to achieve acceptable peak hour intersection LOS operations are presented in Table 5-18. The following additional improvements are recommended necessary to achieve acceptable peak hour intersection LOS operations under EAP (2013) traffic conditions and are in addition to those previously recommended under EAP (2012) traffic conditions:

Recommended Improvement – I-15 Southbound Ramps / 2nd Street (#17) – The following improvement (shown in **bold**) is necessary in addition to those previously identified under EAP (2012) traffic conditions to achieve acceptable peak hour intersection LOS operations:

Northbound: N/A

Southbound: One shared left-through lane and one right turn lane.

Eastbound: Two through lanes and **one right turn lane**.

Westbound: One left turn lane and two through lanes.

EAP (2013) intersection operations analysis worksheets with mitigation measures are provided in Appendix "5.17".

5.8.3 RECOMMENDED IMPROVEMENTS FOR EAP (2014) CONDITIONS

The effectiveness of the recommended improvements necessary to achieve acceptable peak hour intersection LOS operations are presented in Table 5-19. The following additional improvements are recommended to achieve acceptable peak hour intersection LOS operations under EAP (2014) traffic conditions and are in addition to those previously recommended under EAP (2013) traffic conditions:

Recommended Improvement – Mountain Avenue / 2nd Street (#2) – The following improvements (shown in **bold**) are necessary in addition to those previously identified under EAP (2013) traffic conditions to achieve acceptable peak hour intersection LOS operations:

Install a traffic signal.

Northbound: One shared left-through-right turn lane.

Southbound: One shared left-through-right turn lane.

Eastbound: **One left turn lane** and one shared through-right turn lane.

Westbound: **One left turn lane** and one shared through-right turn lane.

Recommended Improvement – Hamner Avenue / Hidden Valley Parkway (#16) – The following improvements (shown in **bold**) are necessary in addition to those previously identified under EAP (2013) traffic conditions to achieve acceptable peak hour intersection LOS operations:

Northbound: One left turn lane, two through lanes and **one right turn lane with overlap phasing**.

Southbound: Two left turn lanes, two through lanes and one defacto right turn lane.

Eastbound: One left turn lane, two through lanes and one defacto right turn lane.

Westbound: One left turn lane, one shared left-through lane, one through lane and one right turn lane.

EAP (2014) intersection operations analysis worksheets with mitigation measures are provided in Appendix "5.18".

The improvements identified above for Hamner Avenue / 2nd Street, Hamner Avenue / Hidden Valley Parkway, I-15 Southbound Ramps / 2nd Street and I-15 Northbound Ramps / 2nd Street are consistent with the findings in the SP TIA in that they are either consistent with or less than those identified in the SP TIA. As such, it can be said that the proposed Project is in accordance with the findings presented in the SP TIA.

PROJECT REVIEW BOARD COMMENTS
DUE JUNE 29, 2011

(TO BE GIVEN TO APPLICANT)

PROJECT: **Site Plans 2011-07 thru 2011-13 (Alere Property Group LLC)**
1811 Mountain Avenue)

REVIEWED BY: _____ DATE REVIEWED: _____

COMMENTS:

*provide detailed sewer abandonment plan
for Laurel Ave.*

provide detailed ^{sewer} system plan

LIFT station abandonment.

Bldg.
 PW
 Eng. (Lori)

Fire
 Sheriff
 PIng.

Parks and Recreation

/sd-57798

EXHIBIT N

PROJECT REVIEW BOARD COMMENTS
DUE JUNE 29, 2011

(TO BE GIVEN TO APPLICANT)

PROJECT: Site Plans 2011-07 thru 2011-13 (Alere Property Group LLC)
1811 Mountain Avenue)

REVIEWED BY: Lori Askew DATE REVIEWED: 6/21/11

COMMENTS:

- Grading Plan, SWPPP, WQMP (percolation test) ^(No blocking of water flow)
- Street Dedication - 44' ^{pot w/ 2 shot} on Mountain & First _{Second St (c/o Mtn)}
- WQMP for street
- Geotech report for site & Streets (street excavation)
- Coordinate w/RCFC for channel (impts.)
- Street Pavement rehab across areas not owned by developer.
- Underground utilities fronting site.
- Street Lights - Mtn, First, Second c/o Mtn.
- Bldgs raise out of flood zones.
- Water Study - contribute to cost or make upgrade to signal @ First/
- Sewer Study - Parks and Recreation Pknge
- Bldg. - Fire
- PW - Sheriff
- Eng. (Lori) - Ping.
- TUMF
- Street Trees - potential signal @ First/Mountain & 2nd/Mtn
- pavers over trail

/sd-57798

PROJECT REVIEW BOARD COMMENTS
DUE JUNE 29, 2011

(TO BE GIVEN TO APPLICANT)

PROJECT: Site Plans 2011-07 thru 2011-13 (Alere Property Group LLC)
1811 Mountain Avenue)

REVIEWED BY: _____ DATE REVIEWED: _____

COMMENTS:

1) DON'T MEET LANDSCAPING REQUIREMENT
15%

2) PARKWAY SECTION WRONG - NO STREETWALK
STANDARD STREET SIDE

3) AROUND RESIDENTIAL NEED 15 FT. LANDSCAPING
& 7 FT. BLOCK WALL.

4) ONLY 1 POTENTIAL OFFICE PER BLDG.? IF SO, PHOTOS
NEEDS TO SHOW AS IF THERE WERE OFFICES ON
EACH CORNER FOR THE ACCENT TREATMENT.

5) NO TRASH ENCLOSURES, CALLS OUT A TRASH CONSTRUCTION
& REFUSE BIN) CAN'T FIND ON MAP.
^{TO CITY STRIPES}

6) HOW MANY TRUCKS AT ONE TIME?

a) HOW MANY JACKS PARKED AT ANY ONE TIME

b) DISTRIBUTION OF TRUCK TRIPS THROUGHOUT DAY

c) TIME RESTRICTION/

___ Bldg.
___ PW
___ Eng. (Lori)

___ Fire
___ Sheriff
___ Png.

___ Parks and Recreation

/sd-57798

7) WHAT ARE THE NORDIC / WESTERN ELEMENTS

b) KEEP OFFICE ACCENT TREATMENTS ON ALL CORNERS

c) NO HORIZONTAL BELIEF

d) STILL PENDING COMMENTS FROM ARC

OVER 11

PROJECT REVIEW BOARD COMMENTS
DUE JUNE 29, 2011

(TO BE GIVEN TO APPLICANT)

PROJECT: Site Plans 2011-07 thru 2011-13 (Alere Property Group LLC)
1811 Mountain Avenue)

REVIEWED BY:  DATE REVIEWED: 6/28/11

COMMENTS:

EXITING: 1) TRAVEL DISTANCE S-1 ²⁰⁰/250, S-2 ³⁰⁰/400
2) ADA

Bldg.
 PW
 Eng. (Lori)

Fire
 Sheriff
 Plng.

Parks and Recreation

/sd-57798

PROJECT REVIEW BOARD COMMENTS
DUE JUNE 29, 2011

(TO BE GIVEN TO APPLICANT)

PROJECT: Tentative Parcel Map 36392 (Alere Property Group LLC)
1811 Mountain Avenue)

REVIEWED BY: Lori Askew DATE REVIEWED: 6/27/11

COMMENTS:

Show Prindle Title Reports for all lots.
Dedication on First & Mountain to half R/W of 44'
- Sec. cond St & Pacific - 30' half² street.
- dedicate vehicular access rights
access Pacific & Second (w/o Mountain)

Bldg.
 PW
 Eng. (Lori)

Fire
 Sheriff
 Plng.

Parks and Recreation

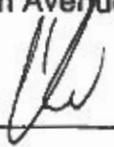
/sd-57798

PROJECT REVIEW BOARD COMMENTS
DUE JUNE 29, 2011

(TO BE GIVEN TO APPLICANT)

PROJECT: Tentative Parcel Map 36392 (Alere Property Group LLC)
1811 Mountain Avenue)

REVIEWED BY: _____



DATE REVIEWED: _____

6/20/11

COMMENTS:

~~No comments~~

1) SETBACK / YARD SPACE / BUILDING AREA @
BLOG #6

Bldg.
 PW
 Eng. (Lori)

Fire
 Sheriff
 Png.

Parks and Recreation

/sd-57798



MINUTES
CITY OF NORCO
STREETS, TRAILS AND UTILITIES COMMISSION MEETING
CITY COUNCIL CHAMBERS – 2820 CLARK AVENUE
AUGUST 1, 2011

1. CALL TO ORDER: Vice Chair Showalter called meeting to order at 7:00 pm
2. ROLL CALL: Commissioners Present: Gregory, Mauro, Walker, Hoffman, Showalter, Turpin, Burt

Commissioners Absent: None
3. STAFF PRESENT: William R. Thompson, Director of Public Works
Andy Okoro, Deputy City Manager
Terry Piorkowski, Public Works Superintendent
Lori Askew, Senior Engineer
Rose Matthews, Executive Secretary
4. PLEDGE OF ALLEGIANCE: Commissioner Hoffman
5. PUBLIC COMMENTS OR QUESTIONS:
6. TO BE READ BY THE CHAIR: "All discretionary actions before the Streets, Trails and Utilities Commission are advisory in nature and final actions will be confirmed, modified, or deleted by the City Council."
7. APPROVAL OF MINUTES:
 - A. June 6, 2011

M/S Walker/Hoffman to approve the minutes of June 6, 2011.

Motion carried by the following vote.

AYES: Mauro, Walker, Hoffman, Showalter, Turpin, Burt
NOES: None
ABSENT: None
ABSTAIN: Gregory

8. NEW DISCUSSION ITEMS:
 - A. Election of Officers - Chair

The Director read the Municipal Code requirement to elect a Chairperson for each Commission at the first meeting in July of each year. This year, the July 4, 2011 meeting falls on the Fourth of July Holiday.

Vice Chair Showalter called for nominations and a vote to be taken for the Chairperson.

EXHIBIT "O"

Commissioner Walker nominates Commissioner Mauro; Commissioner Hoffman nominates Vice Chair Showalter; and Commissioner Turpin nominates Commissioner Hoffman. The vote was taken with Commissioner Walker – one vote; Vice Chair Showalter – four votes; and Commissioner Hoffman – one vote.

M/S Turpin/Hoffman to elect Vice Chair Showalter as the new Chairperson.

Motion carried by the following vote.

AYES: Gregory, Mauro, Walker, Hoffman, Showalter, Hedges, Turpin
NOES: None
ABSENT: None
ABSTAIN: None

B. Election of Officers – Vice Chair

The Director read the Municipal Code requirement to elect a Vice Chairperson for each Commission at the first meeting in July of each year. This year the July 4, 2011 meeting falls on the Holiday.

Chair Showalter called for nominations and a vote to be taken for the Vice Chairperson.

Chair Showalter nominates Commissioner Hoffman.

Discussion was held and the Commission unanimously voted for Commissioner Hoffman as the new Vice Chairperson.

M/S Burt/Turpin to elect Commissioner Hoffman as the new Vice Chair

Motion carried by the following vote.

AYES: Gregory, Mauro, Walker, Hoffman, Showalter, Burt, Turpin
NOES: None
ABSENT: None
ABSTAIN: None

C. Review of Site Plan 2011-07 (Master Site Plan) Site Plans 2001-(08-13)
Tentative Parcel Map 36392 Industrial, Warehouse, Commerce Park.

The Director presented the Review of Site Plan 2011-07 and introduced the development representatives associated with the proposed project.

Clark Neuhoff, Vice President, Alere, LLC;
Matt Englard, Vice President – Development & Construction, Alere, LLC
Aric Evatt, Principal, Urban Crossroads
Jeff Bennett, Consultant

The Director described the existing street and trail conditions and highlighted the traffic study as it related to the proposed project and the Gateway Specific Plan. He explained the Commission's role of a recommending body was to review the roadway impacts and suggested improvements to mitigate or relieve traffic congestion and suggested trail improvements adjacent to the proposed project.

Discussion was held.

Chair Showalter requested the Alere, LLC group introduce the proposed project and then the audience members could ask questions.

Clark Neuhoff, Alere LLC, presented the Commission with an explanation of the site plan Right-of-way improvements as they related to roadway and pedestrian and equestrian traffic.

The Director indicated the approved truck routes located in the City in response to a question by an audience member.

Commissioner Burt inquired regarding traffic flow, type of truck traffic, and typical type of trucks.

C Neuhoff responded by pointing out that the project would be a 24/7 operation; but there were no tenants as yet. He also noted that this was not a truck depot; there would be no idling and no overnight stays at this type of facility.

Discussion was held between audience members.

C Neuhoff noted that trucks would ingress/egress from the project from Second St. or Hidden Valley Parkway to Mountain Av. The proposed project is not recommending additional truck routes.

Commissioner Burt inquired as to the size of the trucks.

C Neuhoff noted that the largest truck was a 53' trailer and there would also be smaller bobtail trucks. Typically, the trailer units would be dropped to off load contents and then the tractor would return to pick up the trailer after reloading.

Commissioner Burt inquired as to the noise and exterior lighting plans.

C Neuhoff noted the exterior lighting on the property has been designed to emit one candle light for security and that no lighting will be directed to or at the residential area. The noise would be normal for vehicle traffic, however, the property is proposed to include landscaping and block walls;

Commissioner Burt inquired as to alternate routes when traffic became congested on State Route 91; as the trucks would want to use surface streets if they had to find their own way to work around the congestion.

C Neuhoff noted that the project will generate some vehicle traffic. Roadway improvements identified in the traffic study are intended to address local traffic congestion.

Commissioner Burtin inquired how future street repair would be handled.

C Neuhoff noted the project has not addressed future street repair, yet indicated he was willing to work with staff.

Commissioner Burtin inquired if the project would need another sheriff to secure the safety of the property.

C Neuhoff noted that the future tenants would employ their own on site security as they want to maintain high standards of safety, security and protection for their businesses.

Commissioner Turpin inquired if this was a warehouse distribution center.

C Neuhoff noted the proposed plan was a distribution center. However, the Alere group has included allowed for increased street and property setbacks.

Commissioner Gregory inquired regarding traffic frequency and who will make the determination of the future tenants.

C Neuhoff noted the City would be issuing the Certificates of Occupancy to maintain the proper tenants approved by the City.

Commissioner Gregory inquired as to the hazardous material safety measures plan.

C Neuhoff noted they have not prepared a hazardous materials or emergency site plan. If there was going to be such a use; then absolutely, regular, routine hazardous material measures will be taken as usual. He also noted the City has a process for such measures having a permitting process.

Commissioner Gregory inquired if the property was for sale with the project as a contingency and if this project included six homes.

C Neuhoff indicated the Alere group would purchase the property. There was an existing egg ranch and property rentals on the property. However, this project has made plans to provide buffers to the remaining residential homes.

Further discussion was held on the rental properties.

Commissioner Gregory noted a concern regarding the weight limits by trucks using First St and did not want First St to ultimately become a truck route. He also wanted the project to assist and supports drivers being cited if they broke the law.

C Neuhoff noted there was no reason for a truck to travel on Second Street west of Mountain Av and acknowledged that signage on the streets would also be a deterrent. He understands that the project would take on reasonable solutions and conditions for future street maintenance.

Further discussion was held on truck weight limits and the future degradation of city streets due to truck traffic.

Vice Chair Hoffman noted the truck traffic was primarily located on Second St and wondered if there was a provision for "stacking" on the property. He also noted the employee parking.

C Neuhoff noted the traffic patterns of the trucks would not be identical and would not occur all at one time. There were queuing provisions for at least three (3) trucks before trucks would leave the property for ingress/egress already in place. Also, a guard booth would provide orderly movement of the trucks entering the facility. He noted that provisions had been made for adequate employee parking at each of the buildings.

Further discussion was held on the number of employees for each of buildings and types of uses for the buildings.

Commissioner Walker inquired regarding construction traffic at the project.

C Neuhoff noted that construction traffic would use the same routes and construction times would be normal with a 7am start and 5pm end; these times could be modified if the project were so conditioned. He noted they are willing to work with staff.

Commissioner Walker noted the landscaping details and reminded the Commission of the wrought iron fencing requirements that prohibit spikes or sharp angles on the top rail.

C Neuhoff noted the height of the fencing would be considered and there would be accommodation for the top rail of the fence as they were willing to work with staff.

Further discussion was held.

Chair Showalter inquired if the intersections of Second St and Mountain Av; and First St and Mountain Av were controlled.

C Neuhoff noted that both of these intersections were controlled.

Chair Showalter inquired regarding the improvement of the full width of Second St. from Mountain to Pacific Avenue.

C Neuhoff noted it was an excellent comment and possibly could be included in the project scope if it were conditioned by the Planning Commission.

Chair Showalter opened Public Comments.

Nancy Gilmore - Inquired regarding the widening of First St between Mountain Av and Parkridge Av. Why would you widen the street if there would not be any additional traffic?

The Director shared the City of Norco and the City of Corona have a joint traffic signal project planned at the intersection of First St/Parkridge Av and Lincoln Av that will require First street to be widened to its ultimate (collector street) width, per the Norco General Plan and Traffic Circulation Element.

Ken Neice questioned the number of parking spaces for employees.

C Neuhoff noted about 800 parking spaces for employees.

Ken Neice inquired regarding hazardous materials.

The Director noted the City and County of Riverside have specific hazardous materials reporting and handling requirements.

Ed Dixon inquired regarding the fencing height and the need for security cameras.

C Neuhoff noted the fencing height on Pacific is planned to be 12' and security cameras would be provided by individual tenants.

Ed Dixon inquired if "no truck parking" could be posted.

The Director indicated that signage could be a condition of the project and that commercial trucks were prohibited from parking on the street per the Municipal Code..

Ed Dixon inquired what would happen if the truckers were early for their loading or unloading appointments; where would they park while they waited.

C Neuhoff noted there were parking provisions available on site for drivers arriving early or late for their appointments.

Linda Dixon noted that Urban Crossroads has done their "due diligence" on this project and reported her research of the projects traffic study. Linda provided her calculations of the traffic impacts (written details were not submitted) based on the square footage of the proposed project.

Pat Overstreet commented on the age of the traffic study from 1991 and reported the traffic problems in her neighborhood; she also mentioned ongoing maintenance of the trails may be funded by a landscape maintenance district or other method.

Further discussion was held.

Matt Potter noted he was speaking as Chair of the Historical Society Commission. He noted a cultural resources survey and historical review of the site is requested. He

would like to request that the properties, if qualified, will go through the process as outlined per the Historical Commission.

Chair Showalter inquired where these properties were located.

M Potter noted the properties were mainly at Mountain Av and Pacific Av.

C Neuhoff noted Alere LLC had commissioned a historical survey and their third-party consultant was in the process of completing the survey and was also willing to partnership with the Historical Society Commission to review the findings of the study.

Sharon Grossman noted issues with the truck traffic (gridlock) that currently exists in her neighborhood and she is concerned about additional traffic. She questioned the traffic signal movements at east bound Hidden Valley Parkway and Hamner Ave.

Chair Showalter noted there could be some traffic signal cycling changes to alleviate the congestion.

Further discussion was held on the traffic conditions in the project area.

The Director noted new traffic controllers were installed last week. He acknowledged it had been about a year that the traffic signal timing has been modified to study effects at the intersection.

Herb Higgins presented a picture of the Etiwanda truck center. He noted he had some issues with the traffic study, that included the level of service (LOS) indicators and CalTrans traffic signals along the I-15 are proprietary and reported additional traffic findings (written details were not submitted) to the Commission.

C Neuhoff noted there was a recent traffic study and the egg ranch had 40 bays and hundreds of trucks. He also noted the traffic study was developed using guidelines issued by the Riverside County Transportation Department.

Shannon Renfree noted her high emotional state because the City was allowing this type of facility. She noted the project developers would not be here in the future to fix our streets. She also shared the continuous water line breaks on Second St.

The Director noted traffic would be disrupted due to the installation of a replacement waterline in Second St in the very near future.

C Neuhoff noted this project was zoned for this usage and fit the zoning profile.

Bobbie Pope noted that she did not believe this project fits the rural nature of the town and commented that she heard the egg ranch was going to stay.

C Neuhoff indicated he had not heard that the egg ranch was going to stay.

Su Bacon noted the presentation for this project was brilliant and she does not approve of the project. The City of Norco is a rural community.

Linda Dixon spoke again to comment on her traffic facts and reported the information she presented came from Allere, LLC as she pointed at Clark Neuhoff.

C Neuhoff clarified the ratio of trucks to bays.

Chair Showalter inquired regarding the 9x20 parking spots.

Matt England, Alere LLC described the parking detail and explained the employee and visitor vehicle parking areas and the tractor/trailers parking area (185 feet wide).

C Neuhoff also commented on how the proposed parking design would be structured in the project.

Jeanine Adams, resident & former truck business owner, wonders about the integrity of the developers of this project. She noted she had been in the trucking business before and knew about the "bad" things that happened, including dual logs and delays. She shared a previous personal incident regarding a potential \$50,000 fine.

Discussion was held regarding prostitution and drug use. Added security and a gated facility were noted.

C Neuhoff noted that idling was permitted at the old facility; although, there will be a condition on this project for idling to be limited to less than 3 minutes. He also noted that he is not opposed to fining drivers for violations. With regard to the weigh stations, he noted there were two (2) on State Route 91, one eastbound and one westbound.

Pat Geisler, resident, noted a personal situation between herself and a cement truck that could have turned bad. She has concerns of equestrian safety and the use of a "jake brake" and noise.

Wayne Stetner, noted the same research as Linda Dixon, citing a 2009 tool kit for goods movement and then reiterated that city streets will be torn up and shared additional federal government statistics (written details were not submitted).

Rosa Green, suggested some form of "tipping fees" for future street maintenance; suggested a landscape maintenance district fees or method for future parkway maintenance; and mentioned that some properties will not get the same landscaping as the project landscaping.

Discussion was held.

Chair Showalter conclude the Public Comment session and called for a fifteen minute recess at 8:55pm.

Chair Showalter reconvened the meeting at 9:15pm.

Commissioner Gregory noted he had the same concerns as the audience regarding safety and reimbursements for the maintenance. He believes there are questions that still need to be addressed. He also believes these concerns will be addressed by the developer.

Commissioner Burt inquired how this project would impact the 91 specific plans.

Aric Evatt, Urban Crossroads noted the projections were very similar to the 91 specific plans.

Commissioner Turpin thanked all of the residents for attending the meeting and voicing their opinions. He will be researching this project before making any recommendations.

Commissioner Mauro noted he will also be researching this project before making any recommendations.

Commissioner Walker noted she would like to see a new traffic study completed while school was in session.

Vice Chair Hoffman noted he was familiar with the reporting of vehicle traffic and truck idling in residential areas as he had been a police officer for several years. He also noted the following: the number of unknowns concerned him; he would like to see the City monitor the noise and emissions around the property; the City should be looking at mitigation fees for future street maintenance; and he feels a concern for the residents on Pacific Avenue and wonders how their needs may be addressed.

Also, Vice Chair Hoffman does not see the need for a trail on Mountain Av from Second St. to first St. He would prefer to see a divider; or use the space for a median or a better purpose; and would like the street signed "no parking" due to the enforcement nature of the signage.

Chair Showalter has different concerns regarding street maintenance and noted he has seen the City go from a dirt road to what it is today. He is not willing to change the zoning for this project as the zoning already allows this project. He has concerns regarding the trail on Mountain Av and the fact it does not go anywhere. With regard to the traffic study and Second Street, Chair Showalter noted the traffic study should be completed over the course of a week to allow for different scheduling days.

Discussion was held.

Aric Evatt, noted Riverside County Traffic Guidelines were used to complete the current traffic study. Standard practices were used to complete the traffic (24 hours) study and he also noted the traffic study was completed during a regular school day.

The Director noted the Planning Department was requesting a recommendation for the scheduled meeting on August 10, 2011 as it relates to streets and trails adjacent to the proposed project site.

The Director attempted to summarize the public and Commissioner comments and concerns.

Further discussion was held.

The Director then noted the streets and/or trail improvements may be forwarded as recommendations to the Planning Commission in phases; signage recommendations may certainly be made; purchasing a deputy may be an option although a code enforcement officer specific to the project may be a more viable solution that could also be discussed.

The Director noted the Commission needs to remain focused on the street and trail components of the proposed project.

Discussion was held, audience members continually spoke out regarding recommendations and the type of information the Commission was seeking.

Jim Sassin noted that the Commission already stated they are not ready and should not make any recommendations at this time; he wanted the Director to stop leading the Commission.

An audience member shouted out a concern and wondered if the speed limit was going to change in the project area.

An audience member shouted out what good a code officer would do for a moving violation.

The Director noted that a truck, without a specific destination, could not leave the designated roadway truck route. He also noted the City of Corona was also researching the project and was not looking to make Lincoln Avenue a truck route.

Commissioner Burt inquired if the Commission was going to review and recommend tonight.

The Director noted that the minutes would reflect what the Commission and public concerns at this meeting.

Vice Chair Hoffman wanted to confirm that the minutes will move forward to the Planning Commission.

The Director noted, yes.

Commissioner Walker wondered if something different was going to happen in the future. She had a concern regarding all of the unknowns for this project at this time.

An audience member shouted out why was the Commission was going to send minutes and not meaningful recommendations to the Planning Commission.

Chair Showalter commented that he would like to see this project for review again at the next Commission meeting.

Linda Dixon spoke from her seat again and noted she was confused. She has been told that upon approval of the project, there were two (2) tenants. These assurances have been made to her.

Discussion was held.

Commissioner Walker inquired again regarding the traffic projections generated by the project.

Aric Evatt notes that trip traffic is gathered by traffic studies and uses national recognized numbers. The data is consistent with national information and overstates the actual traffic numbers. These numbers could possibly be four to five times the actual traffic generated. This survey also adds 6% annual growth to the actual forecasts.

Commissioner Turpin noted the Commission has the site plan and reports and feels that a recommendation for the streets and trails may be done. Along with that, this Commission may also send their concerns and these concerns may be broken down into phases or be recommended all at once.

The Director noted the Planning Commission has returned projects to this Commission on other occasions.

The Planning Commission will have a meeting on the August 10, 2011 and will have the minutes of this Commission's meeting.

Chair Showalter noted that the Planning Commission will move ahead with Commission concerns and if there were no recommendations; they would still move forward.

The working hours restriction was mentioned, historical preservation, Lincoln Av, widening, the Certificate of Occupancy process, hazardous materials processes, current and future street repairs, landscape maintenance district fees, signage, municipal code revisions, fines for breaking the law, prostitution issues, and Caltrans to name a few.

Safety issues, the specific plan, trail issues; whether to have or not to have, AQMD restrictions and again, noise issues. All of these will move forward to the Planning Commission. The Director noted that the Streets, Trails and Utilities Commission had requested more time to research this project. He would like specific items so staff may get these items to the Commission for their review.

Discussion was held.

With reference to truck idling, the project has already been conditioned to no more than three (3) minutes. With references made regarding Pepsi, Monster and the Egg Ranch staying, staff is not aware of any of these items.

The Director noted that Riverside County Traffic Commission has also reviewed all of the county data for "goods" movement.

Vice Chair Hoffman noted the maximum amount of traffic circulation for this project is what the Commission was interested in and concerned about in order to make recommendations instead of looking at forecasts and estimates. He would also like to see the traffic study.

Audience members began shouting out questions, further discussion was held.

Vice Chair Hoffman requested again, a new traffic study.

Aric Evatt, Urban Crossroads, noted that the Planning Department has the traffic study and he would be available to make copies. He notes that this traffic study overstates the project, not understates the project.

Chair Showalter inquires what the Commission would like to do, submit notes as they are or do nothing or research more.

Commissioner Gregory noted he would like to see a traffic study before he can make any kind of a recommendation. He would like to see the Commission perform their "due diligence" before a recommendation may be made. He also notes there are future concerns to provide revenue for the city.

Commissioner Burt agrees with Commissioner Gregory and believes that many recommendations and suggestions presented this evening should be sent to the Planning Commission.

Commissioner Turpin feels he is not ready to forward a recommendation and would like to receive and file this report. He also notes that once the Planning Commission sees the concerns, they may send this project back. He also agrees with Commissioner Gregory and Commissioner Burt.

Commissioner Mauro agrees with previous comments and needs more information.

Commissioner Walker is still concerned with the traffic study. She has seen other projects have a detrimental effect on the city traffic.

Vice Chair Hoffman noted he understands traffic studies. He would like to see the traffic study for this project. He also would like to forward this information to the Planning Commission, but acknowledges that a meeting will not be held for another quarter and feels the Commission should forward what is available now.

Chair Showalter notes the minutes will be forwarded to the Planning Commission.

The Director noted future meeting dates.

Audience members shouted comments.

M/S Showalter/Burt to forward the minutes and issues of concerns that need to be addressed to the Planning Commission and that the Planning Commission will provide a recent traffic study for this project to the Commission for review and further, the Commission would be willing to meet again on the third Monday of August 2011.

Motion carried by the following vote.

AYES: Gregory, Mauro, Walker, Hoffman, Showalter, Burt, Turpin

NOES: None

ABSENT: None

ABSTAIN: None

Discussion was held

D. Discussion of Approved Alternate Trail Materials in Commercial and Residential Driveways.

The Director presented and began discussion of approved, alternate trail materials in commercial and residential driveways.

Chair Showalter noted he was involved at the inception of the alternative trail materials. He feels the pavers are not the issue; that anything placed on the dg is going to be slippery. The safety issue is with dg on pavers, it becomes slippery.

Discussion was held.

Commissioner Mauro agrees with Chair Showalter.

Commissioner Walker inquired if there is a better material out there for the trails since 2002. She wondered what was wrong with the rubber blocks.

The Director noted rubber blocks used in the initial pilot projects failed and were not suited to traffic movements.

Superintendent TPiorkowski noted this material was not conducive to traffic no matter the width or friction; it has to do with the wearability factor.

Commissioner Walker would like to see a sub-committee created to discuss this issue.

Commissioner Burt noted dg is slippery.

Vice Chair Hoffman noted he understands the use of pavers on a grade. He agrees that pavers do not belong on the level lands. He agrees with the use of pavers for sloped properties, but not on the level lands. He has researched a new material, Geoweb. He notes this process has worked in other areas, however, it may not work in all areas and the material would be very helpful with erosion control.

Commissioner Burt notes that there are reasons for pavers on level areas; some level areas have erosion.

Superintendent TPiorkowski noted that even horse traffic causes erosion on level lands.

Commissioner Turpin noted that pavers were not used for estates; they were used for erosion control and ruts and to keep dg out of driveways and garages. Commissioner Turpin does not agree with running horses on the trails; they should be running at arenas.

Further discussion was held.

Commissioner Burt notes that riding in Norco Hills has improved tremendously due to the installation of pavers and personally rides across the pavers.

Additional discussion was held.

Chair Showalter inquired of Senior Engineer Lori Askew what percentage of grade would cause dg to erode.

Senior Engineer Lori Askew noted that water runoff velocity increases with volume and distance; with a 2% grade water will runoff on level land and create ruts.

Further discussion was held.

Chair Showalter inquired of the Commissioner as to the next step.

Commissioner Gregory noted he observed a large discrepancy in the types of materials in different areas of the City. He also noted he had seen pavers that had lifted with just the minimal amount of rain that fell recently, and that had created a dangerous situation. He then noted he would like the City to maintain a uniform look to all of the trails as much as possible.

Further discussion was held.

The Director noted in the City's history many trail materials have been approved and many changes had been made.

Further discussion was held on the different types of materials approved for the trails.

Commissioner Gregory noted he does not agree with having the pavers removed after they have been approved. He also does not want residents to be afraid to ride the city trails.

Commissioner Walker inquired if the current pavers could be sandblasted to texture the pavers and make them less slippery.

Discussion was held.

The Director noted the Department had recently installed stamped asphalt on an access driveway at Reservoir No. 6&7.

Commissioner Gregory inquired if the illegal trail materials he had reported had been addressed.

The Director noted that code enforcement measures have been started.

Further discussion was held.

Bobbie Pope wanted to present the Geoweb material and was interested in serving on an alternative trails subcommittee, if possible.

Commissioner Burt notes the frustration of not knowing where else to turn for other types of materials.

Further discussion was held.

B Pope knows the residents with level land do not want dg on their driveways or in their garages and she understands that is a use for pavers. She also she feels the real concern is a drainage issue and not a paver issue.

Further discussion was held.

The Director noted that possibly designing and developing drains may be a solution; however, there are also some issues with rolled curbs, no curbs and gutters.

Commissioner Gregory wonders how other cities are handling their trails.

Further discussion was held on other alternatives in different cities.

Kathy Thistlewaite wants the trails to remain trails; after all they are trails. She is concerned that the City is losing the trails and it only takes one loss.

Further discussion was held.

M/S Burt/Mauro to continue Discussion of Approved Alternate Trail Materials in Commercial and Residential Driveways to the next Commission meeting.

Motion carried by the following vote.

| | |
|----------|--|
| AYES: | Gregory, Mauro, Walker, Hoffman, Showalter, Burt, Turpin |
| NOES: | None |
| ABSENT: | None |
| ABSTAIN: | None |

9. CONTINUED DISCUSSION ITEMS:

A. Waste to Energy Project

The Director brought the Commission up-to-date on the Waste to Energy Project.

Discussion was held.

10. VERBAL UPDATES ON STREETS/TRAILS/UTILITIES ISSUES:

A. Waste Management 2011/12 Rates

The Director reported the Waste Management 2011/12 Rates to the Commission.

Discussion was held.

11. OTHER MATTERS:

Commissioner Gregory noted in driving around he had noticed half a sign was missing that may be a Caltrans issue.

The Director noted Caltrans had been alerted regarding the signage and were cooperating with the repair or replacement.

Discussion was held.

Commissioner Gregory also noted the pump at LMD 4 was operating at 68% efficiency and inquired if the pump had been repaired.

The Director noted that the pump was operating at 35% efficiency and had been repaired to 65% efficiency and this is considered a high level of performance.

Further discussion was held.

Commissioner Burt inquired when she could go online and review her water bill.

The Director noted the AMI project is almost complete and after completion, residents would be able to access their accounts online.

STPiorkowski also noted the AMI project is almost complete.

Discussion was held.

Commissioner Mauro inquired when this Commission would be discussing the tiered water rate structure.

The Director noted that possibly in January. He also noted that Western Municipal had recently restructured their rates.

Further discussion was held.

Vice Chair Hoffman noticed postal trucks on Sixth Street and feels they are a traffic hazard and a nightmare for other drivers.

The Director noted that he would be willing to make that suggestion to the United States Postal Service to install gang type mail boxes on Sixth St.

Commissioner Showalter inquired how the Second Street project was coming along.

The Director noted that the water mainline would need to be lowered and the lowering project would commence on Thursday of this week. The actual completion date for this project was July 19, 2011.

Discussion was held.

Linda Aguilar wondered when Detroit Street would be paved.

Discussion was held, completion of Detroit St. is scheduled for this year.

12. ADJOURNMENT: 11:35 pm

Meeting adjourned to Monday, August 15, 2011 at 7:00 pm.

M/S Burt/Gregory to adjourn at 11:35 pm.

Motion carried by the following vote.

AYES: Gregory, Walker, Hoffman, Showalter, Hedges, Burt, Turpin
NOES: None
ABSENT: None
ABSTAIN: None

William R. Thompson
Director of Public Works

/rmm

Truck Activity at Existing Facilities

| Building Tenant | Square Footage | Street Address | Docks | Daily Trucks | Avg. Trips/Hour for 2-shift Operation (16-hr day) | Avg. Trips/Hour for 3-shifts (24-hour day) |
|---------------------------------|----------------|--|-------|--------------|---|--|
| Black & Decker | 625,993 | 1590 North Tamarind, Rialto | 85 | 53 | 3.3 | 2.2 |
| Home Depot | 824,059 | 11650 Venture Drive, Mira Loma | 182 | 85 | 5.3 | 3.5 |
| Kumho Tires | 830,485 | 10299 6 th Street, Rancho Cucamonga | 136 | 53 | 3.3 | 2.2 |
| Loma Grande Distribution Center | 898,647 | 4100 Hammer Avenue, Riverside | 99 | 74 | 4.6 | 3.1 |
| Salton | 950,000 | 2300 W. San Bernardino, Redlands | 94 | 60 | 3.8 | 2.5 |
| Big 5 Corp | 951,132 | 6125 Sycamore Canyon Blvd, Riverside | 179 | 80 | 5.0 | 3.3 |
| | | Average: | 111 | 58 | 3.6 | 2.4 |

EXHIBIT "P"

**ADT Volume Comparison for Cumulative Traffic Conditions
Gateway Specific Plan vs. Norco Ranch Commerce Park TIA¹**

Intersection: Hamner Avenue / 2nd Avenue

| | <u>NB-Leg (South Leg)</u> | <u>SB-Leg (North Leg)</u> | <u>EB-Leg (West Leg)</u> | <u>WB-Leg (East Leg)</u> |
|------------------|---------------------------|---------------------------|--------------------------|--------------------------|
| Gateway SP: | 59,340 | 46,044 | 36,888 | 44,028 |
| Norco Ranch: | 31,600 | 35,500 | 20,700 | 31,300 |
| Variance: | -27,740 | -10,544 | -16,188 | -12,728 |

Intersection: I-15 Southbound Ramps / 2nd Avenue

| | <u>NB-Leg (South Leg)</u> | <u>SB-Leg (North Leg)</u> | <u>EB-Leg (West Leg)</u> | <u>WB-Leg (East Leg)</u> |
|------------------|---------------------------|---------------------------|--------------------------|--------------------------|
| Gateway SP: | 11,712 | 18,240 | 43,164 | 26,340 |
| Norco Ranch: | 10,500 | 5,100 | 31,300 | 21,000 |
| Variance: | -1,212 | -13,140 | -11,864 | -5,340 |

Intersection: I-15 Northbound Ramps / 2nd Avenue

| | <u>NB-Leg (South Leg)</u> | <u>SB-Leg (North Leg)</u> | <u>EB-Leg (West Leg)</u> | <u>WB-Leg (East Leg)</u> |
|------------------|---------------------------|---------------------------|--------------------------|--------------------------|
| Gateway SP: | 10,284 | 8,976 | 21,324 | 11,040 |
| Norco Ranch: | 10,000 | 7,700 | 21,000 | 10,000 |
| Variance: | -284 | -1,276 | -324 | -1,040 |

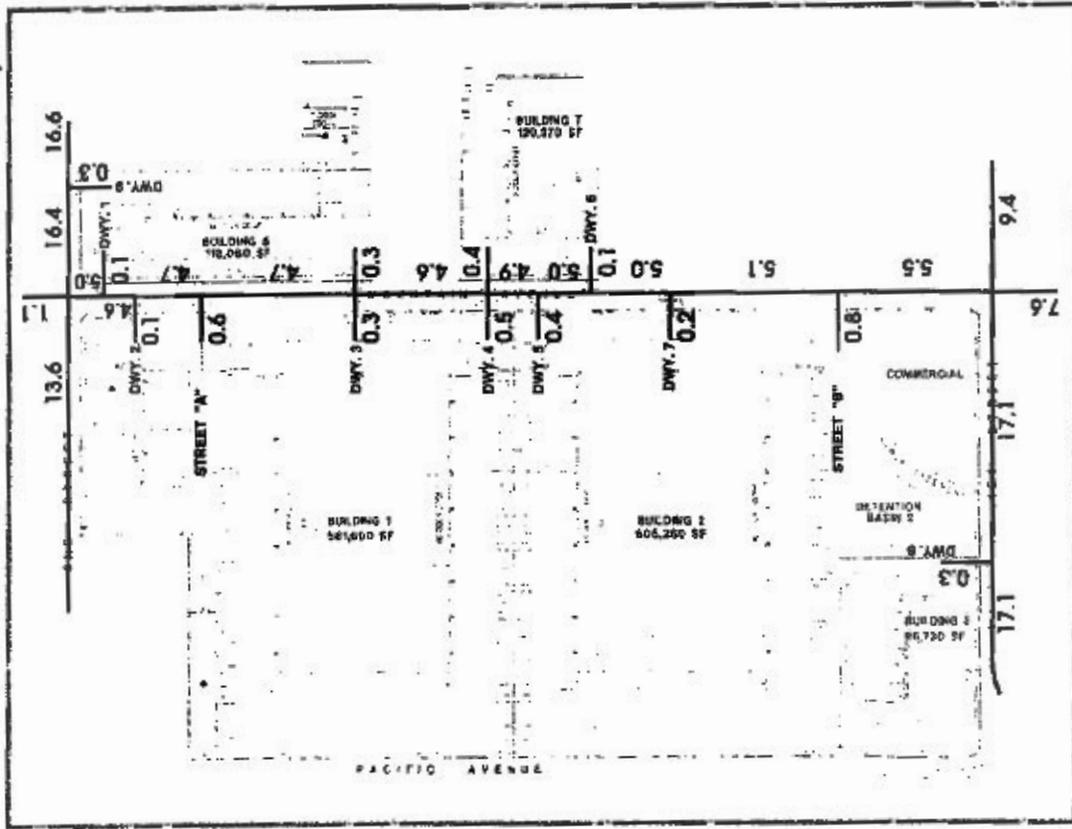
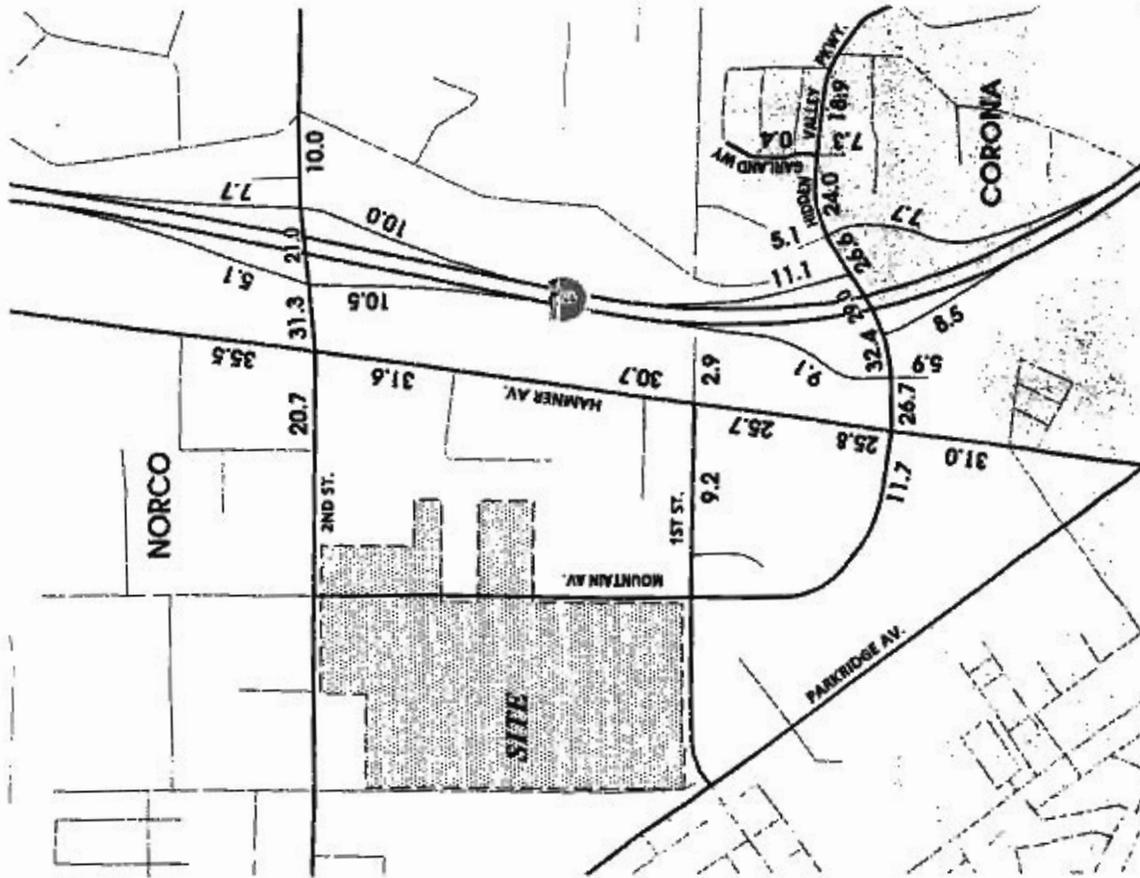
Intersection: Hamner Avenue / Hidden Valley Parkway

| | <u>NB-Leg (South Leg)</u> | <u>SB-Leg (North Leg)</u> | <u>EB-Leg (West Leg)</u> | <u>WB-Leg (East Leg)</u> |
|------------------|---------------------------|---------------------------|--------------------------|--------------------------|
| Gateway SP: | 52,152 | 57,468 | 17,160 | 25,320 |
| Norco Ranch: | 31,000 | 25,800 | 11,700 | 26,700 |
| Variance: | -21,152 | -31,668 | -5,460 | 1,380 |

¹ Gateway SP ADTs are based on the PM peak hour volumes for Existing + Ambient/Cumulative + Specific Plan.
Norco Ranch Commerce Park volumes are based on EAPC (2014) ADTs shown on Exhibit 6-1 of the TIA.

**EXISTING PLUS AMBIENT GROWTH PLUS PROJECT PLUS CUMULATIVE (2014)
AVERAGE DAILY TRAFFIC (ADT)**

EXHIBIT 6-1



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



Linscott, Law & Greenspan, Engineers

**TRAFFIC IMPACT REPORT
NORCO GATEWAY SPECIFIC PLAN,
I-15 CORRIDOR STUDY**

Norco, California

PREPARED FOR:

**CITY OF NORCO
3954 HAMNER AVENUE
P.O. BOX 428
NORCO, CALIFORNIA 91760**

**URBAN FUTURES INCORPORATED
801 EAST CHAPMAN AVENUE
FULLERTON, CALIFORNIA 92631**

PREPARED BY:

**LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 CORPORATE DRIVE, SUITE 122
COSTA MESA, CALIFORNIA 92626**



**APRIL, 1990
2-891271-1**

TABLE
 VOLUME CAPACITY ANALYSIS
 HARMER AVE. @ 2ND AVE.
 PM

| MOVEMENT | EXISTING CONDITIONS | | | PLUS AMBIENT GROWTH TRAFFIC (YR 2015) | | | PLUS CUMULATIVE PROJECT TRAFFIC | | | PLUS SPECIFIC PLAN PROJECT TRAFFIC | | | PLUS PROJECT MITIGATIONS | | | TOTALS | | | | | | |
|---------------------|---------------------|------|-----------|---------------------------------------|------------|------|---------------------------------|---------------------|------------|------------------------------------|-----------|---------------------|--------------------------|------|-----------|---------------------|------------|------|-----------|---------------------|--|--|
| | VOLUME | CAP | V/C RATIO | ADD. VOL. | TOTAL VOL. | CAP | V/C RATIO | ADD. VOL. | TOTAL VOL. | CAP | V/C RATIO | ADD. VOL. | TOTAL VOL. | CAP | V/C RATIO | ADD. VOL. | TOTAL VOL. | CAP | V/C RATIO | | | |
| H2L | 29 | 1600 | 0.02 | 2 | 31 | 1600 | 0.02 | 0 | 31 | 1600 | 0.02 | 0 | 31 | 1600 | 0.02 | 0 | 31 | 1600 | 0.02 | | | |
| H2T | 543 | 3200 | 0.17 | 43 | 586 | 3200 | 0.18 | 130 | 716 | 3200 | 0.22 | 582 | 1298 | 3200 | 0.41 | 0 | 1298 | 4800 | 0.27 | | | |
| HBR | 318 | 1600 | 0.20 | 25 | 343 | 1600 | 0.21 | 22 | 365 | 1600 | 0.23 | 428 | 793 | 1600 | 0.50 | 0 | 793 | 1600 | 0.50 | | | |
| S2L | 223 | 1600 | 0.14 | 18 | 241 | 1600 | 0.15 | 123 | 364 | 1600 | 0.23 | 0 | 364 | 1600 | 0.23 | 0 | 364 | 1600 | 0.23 | | | |
| S2T | 520 | 3200 | 0.21 | 42 | 562 | 3200 | 0.22 | 64 | 626 | 3200 | 0.24 | 488 | 1114 | 3200 | 0.45 | 0 | 1114 | 4800 | 0.23 | | | |
| SBR | 144 | 0 | 0.00 | 12 | 156 | 0 | 0.00 | 1 | 157 | 0 | 0.00 | 167 | 324 | 0 | 0.00 | 0 | 324 | 1600 | 0.20 | | | |
| E2L | 44 | 0 | 0.00 | 4 | 48 | 0 | 0.00 | 10 | 58 | 0 | 0.00 | 176 | 234 | 0 | 0.00 | 0 | 234 | 0 | 0.00 | | | |
| E2T | 293 | 4800 | 0.11 | 23 | 316 | 4800 | 0.12 | 118 | 434 | 4800 | 0.17 | 575 | 1009 | 4800 | 0.39 | 0 | 1009 | 4800 | 0.26 | | | |
| E2R | 206 | 0 | 0.00 | 17 | 225 | 0 | 0.00 | 96 | 321 | 0 | 0.00 | 294 | 615 | 0 | 0.00 | 0 | 615 | 1600 | 0.38 | | | |
| H2L | 283 | 0 | 0.00 | 25 | 306 | 0 | 0.00 | 15 | 321 | 0 | 0.00 | 415 | 736 | 0 | 0.00 | 0 | 736 | 0 | 0.00 | | | |
| H2T | 235 | 4800 | 0.15 | 19 | 254 | 4800 | 0.16 | 47 | 301 | 4800 | 0.18 | 202 | 503 | 4800 | 0.31 | 0 | 503 | 4800 | 0.26 | | | |
| H2R | 187 | 0 | 0.00 | 15 | 202 | 0 | 0.00 | 62 | 264 | 0 | 0.00 | 0 | 264 | 0 | 0.00 | 0 | 264 | 1600 | 0.17 | | | |
| CLEARANCE | | | 6.10 | CLEARANCE | | | 6.10 | CLEARANCE | | | 6.10 | CLEARANCE | | | 6.10 | CLEARANCE | | | 6.10 | CLEARANCE | | |
| ICU VALUE | | | 0.67 | ICU VALUE | | | 0.71 | ICU VALUE | | | 1.49 | ICU VALUE | | | 1.00 | ICU VALUE | | | 1.00 | ICU VALUE | | |
| LEVEL OF SERVICE= B | | | | LEVEL OF SERVICE= C | | | | LEVEL OF SERVICE= D | | | | LEVEL OF SERVICE= E | | | | LEVEL OF SERVICE= F | | | | LEVEL OF SERVICE= G | | |

TABLE

VOLUME-CAPACITY ANALYSIS
2ND ST. @ I-15 WEST RAMP
PM

| MOVEMENT | EXISTING CONDITIONS | | | PLUS AMBIENT GROWTH TRAFFIC (2015) | | | PLUS CUMULATIVE PROJECT TRAFFIC | | | PLUS PROJECT MITIGATIONS | | | TOTAL CONSIDER PROJECT TRAFFIC | | |
|---------------------|---------------------|------|-----------|------------------------------------|-----|-----------|---------------------------------|---------------------|-----------|--------------------------|--------|---------------------|--------------------------------|------|-----------|
| | VOLUME | CAP | V/C RATIO | ADD. TOTAL VOL. | CAP | V/C RATIO | ADD. TOTAL VOL. | CAP | V/C RATIO | ADD. TOTAL VOL. | CAP | V/C RATIO | ADD. TOTAL VOL. | CAP | V/C RATIO |
| PBL | 0 | 0 | 0.00 * | 0 | 0 | 0.00 * | 0 | 0 | 0.00 * | 0 | 0 | 0.00 * | 0 | 0 | 0.00 |
| NPT | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 |
| NBR | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 |
| SBL | 53 | 1600 | 0.03 | 4 | 57 | 1600 | 0.04 | 0 | 57 | 1600 | 0.04 | 0 | 57 | 1600 | 0.04 |
| SPT | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 * |
| SBR | 389 | 1600 | 0.24 * | 31 | 420 | 1600 | 0.26 * | 309 | 729 | 1600 | 0.46 * | 0 | 729 | 3200 | 0.23 |
| EBL | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 |
| EBT | 540 | 3200 | 0.17 | 43 | 583 | 3200 | 0.18 | 96 | 679 | 3200 | 0.21 | 602 | 1281 | 3200 | 0.40 |
| ZBR | 317 | 1600 | 0.20 | 25 | 342 | 1600 | 0.21 | 110 | 452 | 1600 | 0.28 | 401 | 853 | 1600 | 0.53 * |
| NBL | 114 | 1600 | 0.07 | 9 | 123 | 1600 | 0.08 | 0 | 123 | 1600 | 0.08 | 0 | 123 | 1600 | 0.08 * |
| NBT | 325 | 3200 | 0.10 * | 26 | 351 | 3200 | 0.11 * | 75 | 426 | 3200 | 0.13 * | 308 | 734 | 3200 | 0.23 * |
| NBR | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0.00 |
| CLEARANCE | | | 0.10 | CLEARANCE | | | 0.10 | CLEARANCE | | | 0.10 | CLEARANCE | | | 0.10 |
| ICU VALUE | | | 0.44 | ICU VALUE | | | 0.47 | ICU VALUE | | | 0.79 | ICU VALUE | | | 0.83 |
| LEVEL OF SERVICE= A | | | | LEVEL OF SERVICE= A | | | | LEVEL OF SERVICE= C | | | | LEVEL OF SERVICE= C | | | |

A:1271-3P-ICU

TABLE
 VOLUME-CAPACITY ANALYSIS
 END ST. 0+15.5 EAST RAMP
 PM

| MOVEMENT | EXISTING CONDITIONS | | | PLUS AMBIENT GROWTH TRAFFIC (2015) | | | PLUS CUMULATIVE PROJECT TRAFFIC | | | PLUS PROJECT INITIATIONS | | | TOTAL | | |
|------------------|---------------------|------|-----------|------------------------------------|----------|-----------|---------------------------------|------------------|-----------|--------------------------|----------|------------------|-----------|----------|-----------|
| | VOL | CAP | V/C RATIO | ADD. VOL. | ADD. CAP | V/C RATIO | ADD. VOL. | ADD. CAP | V/C RATIO | ADD. VOL. | ADD. CAP | V/C RATIO | ADD. VOL. | ADD. CAP | V/C RATIO |
| NBL | 307 | 1600 | 0.19 | 25 | 332 | 1600 | 0.21 | 61 | 393 | 1600 | 0.25 | 246 | 639 | 1600 | 0.40 |
| NBT | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 3200 | 0.27 |
| NBR | 292 | 1600 | 0.18 | 16 | 218 | 1600 | 0.14 | 0 | 218 | 1600 | 0.14 | 0 | 218 | 1600 | 0.14 |
| SBL | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| SBT | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| SBR | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| EBL | 452 | 1600 | 0.28 | 36 | 488 | 1600 | 0.31 | 0 | 488 | 1600 | 0.31 | 501 | 989 | 1600 | 0.62 |
| EBT | 180 | 1600 | 0.11 | 14 | 194 | 3200 | 0.06 | 96 | 290 | 3200 | 0.09 | 100 | 390 | 3200 | 0.12 |
| EBR | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| WBL | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| WBT | 167 | 3200 | 0.05 | 14 | 183 | 3200 | 0.06 | 14 | 197 | 3200 | 0.06 | 62 | 259 | 3200 | 0.08 |
| WBR | 49 | 1600 | 0.03 | 4 | 53 | 1600 | 0.03 | 0 | 53 | 1600 | 0.03 | 0 | 53 | 1600 | 0.03 |
| CLEARANCE | | | 0.10 | CLEARANCE | | | 0.10 | CLEARANCE | | | 0.10 | CLEARANCE | | | 0.10 |
| ICU VALUE | | | 0.82 | ICU VALUE | | | 0.68 | ICU VALUE | | | 0.72 | ICU VALUE | | | 0.76 |
| LEVEL OF SERVICE | | | B | LEVEL OF SERVICE | | | B | LEVEL OF SERVICE | | | C | LEVEL OF SERVICE | | | F |

Ms 1271-5a. ICU

TABLE

VOLUME-CAPACITY ANALYSIS
HARNER AVE. @ ANNA DRIVE
PM Hidden Valley

PLUS CUMULATIVE PROJECT TRAFFIC

PLUS AMBIENT GROWTH TRAFFIC (2015)

PLUS CUMULATIVE PROJECT TRAFFIC

PLUS AMBIENT GROWTH TRAFFIC (2015)

PLUS CUMULATIVE PROJECT TRAFFIC

PLUS AMBIENT GROWTH TRAFFIC (2015)

PLUS CUMULATIVE PROJECT TRAFFIC

PLUS AMBIENT GROWTH TRAFFIC (2015)

PLUS CUMULATIVE PROJECT TRAFFIC

| MOVEMENT | EXISTING CONDITIONS | | PLUS AMBIENT GROWTH TRAFFIC (2015) | | PLUS CUMULATIVE PROJECT TRAFFIC | | PLUS AMBIENT GROWTH TRAFFIC (2015) | | PLUS CUMULATIVE PROJECT TRAFFIC | | PLUS AMBIENT GROWTH TRAFFIC (2015) | | PLUS CUMULATIVE PROJECT TRAFFIC | |
|------------------|---------------------|-----------|------------------------------------|-----------|---------------------------------|-----------|------------------------------------|-----------|---------------------------------|-----------|------------------------------------|-----------|---------------------------------|-----------|
| | VOL. CAP | V/C RATIO | ADD. TOTAL VOL. | V/C RATIO | ADD. TOTAL VOL. | V/C RATIO | ADD. TOTAL VOL. | V/C RATIO | ADD. TOTAL VOL. | V/C RATIO | ADD. TOTAL VOL. | V/C RATIO | ADD. TOTAL VOL. | V/C RATIO |
| UBL | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 120 | 0.08 | 120 | 0.08 | 0 | 120 | 0.08 | 120 |
| UBT | 931 | 0.33 | 74 | 0.35 | 100 | 0.41 | 537 | 0.39 | 1642 | 0.39 | 0 | 1642 | 0.34 | 79 |
| UBR | 119 | 0.00 | 10 | 0.00 | 62 | 0.00 | 53 | 0.00 | 246 | 0.00 | 0 | 246 | 0.15 | 0 |
| SBL | 7 | 0.00 | 1 | 0.01 | 224 | 0.15 | 419 | 0.41 | 651 | 0.41 | 0 | 651 | 0.20 | 235 |
| SBT | 839 | 0.26 | 57 | 0.28 | 58 | 0.30 | 726 | 0.22 | 1590 | 0.22 | 0 | 1590 | 0.35 | 117 |
| SBR | 0 | 0.00 | 0 | 0.00 | 7 | 0.00 | 271 | 0.00 | 278 | 0.00 | 0 | 278 | 0.17 | 0 |
| EBL | 0 | 0.00 | 0 | 0.00 | 6 | 0.00 | 282 | 0.09 | 288 | 0.09 | 0 | 288 | 0.09 | 0 |
| EBT | 0 | 0.00 | 0 | 0.00 | 3 | 0.00 | 339 | 0.16 | 342 | 0.16 | 0 | 342 | 0.11 | 0 |
| EBR | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 162 | 0.00 | 162 | 0.00 | 0 | 162 | 0.10 | 0 |
| WBL | 99 | 0.06 | 8 | 0.07 | 30 | 0.09 | 349 | 0.09 | 468 | 0.09 | 0 | 486 | 0.15 | 0 |
| WBT | 1 | 0.00 | 0 | 0.00 | 32 | 0.00 | 208 | 0.27 | 246 | 0.27 | 0 | 246 | 0.15 | 0 |
| WBR | 2 | 0.00 | 1 | 0.00 | 74 | 0.05 | 68 | 0.00 | 145 | 0.00 | 0 | 145 | 0.09 | 185 |
| CLEARANCE | 0.19 | 0.10 | CLEARANCE | 0.10 | CLEARANCE | 0.10 | CLEARANCE | 0.10 | CLEARANCE | 0.10 | CLEARANCE | 0.10 | CLEARANCE | 0.10 |
| ICU VALUE | 0.49 | 0.53 | ICU VALUE | 0.75 | ICU VALUE | 1.46 | ICU VALUE | 1.46 | ICU VALUE | 1.46 | ICU VALUE | 1.46 | ICU VALUE | 1.46 |
| LEVEL OF SERVICE | A | A | LEVEL OF SERVICE | C | LEVEL OF SERVICE | F | LEVEL OF SERVICE | F | LEVEL OF SERVICE | F | LEVEL OF SERVICE | F | LEVEL OF SERVICE | F |

H:\1271-100.ICU

RECOMMENDED ADDED CONDITIONS

(For all Phases of Master Site Plan 2011-07)

STANDARD – Conditions as presented to the Planning Commission

ITALICS – Conditions added during Planning Commission Review

- 1) Approval is based on Exhibits as presented to and approved by the Planning Commission, 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 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) 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(s) (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 and use shall be conducted in accordance with the approved plans and specifications, on file in the Norco Planning Division.
- 6) This is not an approval to begin work. No work shall be commenced until the City of Norco has issued all appropriate permits required for the approved development. The developer shall submit for necessary permits from the City and pay all applicable development fees prior to issuance of any permits.
- 7) Any future modification to this approval shall require the submittal and approval of an amendment to this permit through the Planning Commission.
- 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, or designee, may extend approvals for up to six months, 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 Norco

Exhibit "T"

Municipal Code and the plan as approved meets all existing 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, or designee, 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) No building permits (or occupancy permits if otherwise approved by the Engineering Division) shall be issued until a final map for Tentative Parcel Map 36392 has been approved by the City Council and recorded at the County Recorder's Office.

11) Building elevations, building colors and materials shall be as approved by the Planning Commission. Minor deviations from the approved colors and materials shall be subject to the approval of the Planning Director, or by the Planning Commission at the discretion of the Planning Division prior to their application.

12) 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. Sign design shall incorporate design features and match the architecture of the subject building.

13) Prior to the issuance of permits the applicant shall prepare a public sign program for approval by the ~~City Engineer~~ *Streets, Trails, and Utilities Commission* that will incorporate truck route noticing, prohibited truck routes, freeway access signs, *and* on-site air quality and noise attenuation regulations with regards to truck idling, *no jake or engine braking, and a larger "No Outlet" sign in the Mountain Avenue pork chop island median north of Second Street.*

14) All landscaped areas shall be provided with a water-conserving automatic irrigation system. A detailed landscaping and underground irrigation plan, including payment of a fee, shall be submitted to the Planning ~~Division~~ *Commission* for approval. Such plans shall indicate plant and tree types and sizes, and the location and dimension of all landscaped areas, tree planters, and irrigation lines. The trees *and shrubs* to be planted shall be ~~the minimum 24-inch planter box or 15-gallon maximum-allowed container size trees, whichever is better that will still allow for long-term survival of the tree. The shrubs to be~~

~~planted shall be minimum five-gallon container shrubs.~~ Landscaping and irrigation plans shall be submitted separate from, and prior to, building plan check plans.

15) 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.

16) The 50-foot landscaped buffer adjacent to Pacific Avenue shall include a raised berm not less than 12 feet high as a noise attenuation measure, or shall include a combination of berm and block wall not less than 12 feet as approved in final landscape plans.

17) Detention Basins 1 and 2 shall ~~incorporate riding arenas be landscaped~~ as is feasible and as approved by the City Engineer, ~~and shall be incorporated into the Landscaping Plan.~~

18) Street tree planting, parkway landscaping, and irrigation plans, along with payment of a fee, shall be prepared on standard size sheets by a registered civil engineer or landscape architect for approval by the City Engineer and Planning Division. All street tree installations shall conform to the Street Tree Master Plan as approved by the Parks and Recreation Commission and City Council.

19) A detailed on-site lighting plan, including payment of a fee, shall be submitted for review and approval by the Planning ~~Division~~ Commission prior to issuance of building permits. Such plan shall indicate style, illumination, location, height, and method of shielding, so as not to adversely affect adjacent properties or streets. The style shall reflect the building architecture and incorporate western/equestrian design features when close to public right-of-way, as closely as possible while still providing the necessary safety lighting. Lighting plans shall be submitted separate from, and prior to, building plan check plans.

20) 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.

21) 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 Division 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 same shall be submitted to the Planning Division for review and approval prior to issuance of building permits.

22) For Building 2 (Site Plan 2011-09) a minimum of 245 parking spaces (9' by 20') for customer and employee parking shall be provided, including the minimum number of accessible spaces designated for handicapped persons, and those that are required to be van-accessible spaces. In addition to standard parking spaces, a minimum of 198 trailer parking spaces (10' by 53') shall be provided. In the event that a use in Building 2 changes to a non-warehouse type use, the associated parking shall be restriped consistent with the code requirement for the number of standard parking spaces for the square footage of that use.

23) For Building 3 (Site Plan 2011-11) a minimum of 61 parking spaces (9' by 20') for customer and employee parking shall be provided, including the minimum number of accessible spaces designated for handicapped persons, and those that are required to be van-accessible spaces. In addition to standard parking spaces, a minimum of 25 trailer parking spaces (10' by 53') shall be provided. In the event that a use in Building 3 changes to a non-warehouse type use, the associated parking shall be restriped consistent with the code requirement for the number of standard parking spaces for the square footage of that use.

24) All on-site drive aisles and parking areas shall be constructed in accordance with City Standards as approved by the City Engineer.

25) Trash enclosures shall not be located adjacent to combustible construction or underneath windows or unprotected eaves. All outdoor trash enclosures shall be placed on concrete pads and screened on three sides with a six-foot high solid masonry wall in conformance with City standards, and shall be equipped with a six-foot high sight-obscuring metal gate and "man" entrance, subject to approval of the Planning Division. The trash enclosure shall be a minimum size for two bins, one for trash and the other for recycling. The applicant shall participate in the recycling program for commercial land uses as administered by the City's waste hauler.

26) All trash enclosure areas shall be maintained clean and free of debris and shall not be located behind locked gates during standard waste-hauler pick-up schedules.

27) No outdoor storage of equipment or materials shall be permitted. Cargo containers shall at all times not be separated from trailers for storage. No other

containers for storage shall be allowed except upon approval of a special event permit for temporary use, or a conditional use permit for permanent use.

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 of the public improvements by the City Council, the City will release the Monumentation Bond immediately, 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.

29) The developer shall dedicate all necessary right-of-way for ultimate street width along all affected street frontages.

30) 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, and shall be submitted at the time of initial submission of all improvement plans. 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.

31) *Modified street improvement plans shall be submitted for review and approval to the Streets, Trails, and Utilities Commission and shall include:*

- a) A bridge over the flood control channel to accommodate heavy duty tractor/trailer interior access to the commercial site *once a project has been approved on that site pursuant to the Master Site Plan.*
- b) ~~Street improvement plans shall also include~~ Trail connections at the intersection of First Street, Parkridge Avenue, connecting over to Pacific Avenue.
- c) ~~Street improvement plans shall include~~ A modified street section of Mountain Avenue, as approved by the City Engineer that reduces or eliminates parking aisles on both sides of the street ~~and~~ with the addition of a center median area for the incorporation of raised landscaped islands as traffic calming measures *that shall be included in the Landscaping Plan*
- d) *The incorporation of pork chop median islands on Second Street at the west leg of the intersection of Mountain Avenue and on Mountain Avenue at the north leg of the intersection.*

32) The developer shall construct the necessary street improvements pursuant to the approved Traffic Impact Analysis, or as approved by the City Engineer, but all street improvements shall be constructed in Phase 1 ~~including the construction of a~~ with the exception of the bridge over the flood control channel

that can accommodate tractor/trailers *that will be constructed when the commercial site is developed pursuant to the Master Site Plan*. The developer is not responsible for street construction on any side of a street where right-of-way cannot be obtained through reasonable measures of acquisition or through eminent domain by the City.

33) *Prior to the issuance of any permits for grading or construction, any reductions in street improvements, or change in the phasing of improvements must first be approved by the Streets, Trails, and Utilities Commission.*

34)The applicant shall dedicate all vehicular access rights except across driveway openings as indicated on the approved site plans prior to issuance of a building permit. The applicant shall dedicate all vehicular access rights along the frontage of the Commercial site along Mountain Avenue and First Street so that access will be from the interior driveway within the Master Site Plan once that site is developed.

35) Driveway approaches shall be constructed in accordance with City Standards as approved by the City Engineer, and may be restricted to right-in, right-out as approved by the City Engineer.

36) No truck access shall be permitted on First Street between Mountain Avenue and Parkridge Avenue, on Second Street west of Mountain Avenue, or along Pacific Avenue. The developer shall be responsible for the installation of signs as approved by the Engineering and Planning Divisions directing truck traffic to appropriate streets and prohibiting trucks on the streets stated above.

37) Designated path-of-travel accesses for disabled persons shall be provided to all structures from designated right-of-ways on Mountain Avenue, Pacific Avenue, First Street, and Second Street, and shall be designated on all site plans for building permit purposes.

38) 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.

39) This development shall only be served by underground utilities. All utility locations shall be incorporated into the on-site utility plan and shall be prepared on standard size sheets by a registered civil engineer for approval by the City Engineer. A plan checking deposit of 4.5 percent of the estimated public improvement costs shall be submitted with first plan check.

40) 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.

41) The project shall be connected to the City's sewer system and the applicant shall pay all associated fees to the City of Norco, prior to issuance of a building permit. Grease interceptors shall be required for any food service uses.

42) The applicant shall pay connection fees to the City of Norco for all water system services required prior to issuance of a building permit. Separate water meters shall be required for each unit within each building and are required to be installed prior to issuance of a certificate of occupancy for each unit.

43) Prior to issuance of a grading permit, the applicant shall submit a soils investigation report prepared by a California-licensed soils engineer specifying grading recommendations for this site, including minimum pavement design. In no case shall public pavement design be less than four-inch asphaltic concrete over six-inch aggregate base.

44) 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 permits. A water quality management plan, in accordance with the Riverside County Water Quality Management Plan for Urban Runoff, and as approved by the City, shall be required for this project prior to the issuance of a grading permit. Maintenance shall be the responsibility of the property owner(s) regardless of any existing or future land divisions or development.

45) The applicant shall submit the approved grading plan through the State of California Regional Water Quality Control Board for conformance with the requirements of the National Pollution Discharge and Elimination System (NPDES) and submit proof that a Notice of Intent (NOI) has been filed with the appropriate state agency. No work completed shall cause a violation of the City-wide NPDES Permit.

46) An on-site precise grading, paving, and drainage plan shall be prepared by a registered civil engineer for approval by the City Engineer. Plans shall be 24"x36", ink on Mylar, with elevations to nearest .01 foot, scale 1" = 20 feet.

47) The project engineer shall include an erosion control plan as part of the precise grading plan, providing for installation of approved erosion control devices (sandbags, desilting basins, etc.) at all times 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 occupancy.

48) Sewer and water improvement plans shall be prepared for this project under the supervision of a registered civil engineer for approval by the City Engineer. Plans shall be on 24"x36" Mylar sheets, with impact studies prepared.

49) The applicant shall obtain written authorization granting permission for any work to be completed on property where the applicant 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.

50) No construction activity shall be permitted after 6 p.m. or before 7 a.m. without prior written approval from the Planning Director. No construction activity shall occur on Saturdays, Sundays or federal holidays.

51) *Operational hours shall be restricted such that loaded trailers shall not be scheduled for exiting the Norco Ranch Commerce Park between the hours of 10:00 p.m. and 5:00 a.m. and that any deliveries anticipated to arrive during the same time period be directed to access the park from the Hidden Valley Parkway interchange on the I-15 Freeway.*

52) The proposed project is subject to the payment of the Transportation Uniform Mitigation Fee (TUMF) and the Multi-Species Habitat Conservation Plan (MSHCP) fees prior to the issuance of building permits unless exempted by ordinance.

53) The developer of the property shall determine the water system availability in conjunction with the Fire and Public Works Departments. The water supply, including mains and hydrants, shall be acceptably tested and approved by the Engineering Division and Fire Departments prior to the framing stage of construction and/or on-site combustible storage, to assure availability and reliability for firefighting purposes.

54) Street hydrants that may be required by the Fire Department are required to be installed per Engineering Division specifications, with approximate spacing being 330 feet. Yard hydrant(s) are required to be installed on the site if required by the Fire Department. Installation and location(s) are subject to the approval of the Fire Department. Plans are to be submitted to the Building Division. All on-site fire hydrants shall be identified by a reflective blue dot marker and installed per the Fire Department.

55) Fire Department on-site access routes shall be determined and need to meet the requirements for the apparatus size. The developer shall contact the Fire Department to confirm access requirements.

56) A fully-supervised automatic fire sprinkler system is required for buildings of 2,500 square feet or greater. Supervision shall include monitoring to a listed and U.L.-certified Central Station. Said system design to include provisions for future tenant improvement, if applicable. Plans shall be submitted to the Building Division (information sheet available from the Fire Department).

57) Fire lanes are required to be installed in interior access roadways as approved by the Fire Department.

58) Based on vehicular traffic, additional "red curb" and traffic signals may be required off-site at time of plan review.

59) All traffic signals necessary for emergency response of fire operators will be required to have an approved "traffic pre-emption" installed.

60) Approved numbers or addresses shall be placed on all buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall contrast with their background. Rooftop addressing shall be applied on a flat roof, in a contrasting color, and with a minimum size of 1'x4' and shall be located so as not to be visible from the street or adjoining properties at ground level.

61) It is required that this project have key a box(es) installed to allow Fire Department access. Contact the Fire Department for specific requirements. The Knox box(es) shall be mounted six feet to top of box, and should be colored to blend with the building.

62) This fire protection 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.

63) The developer/general contractor is responsible for reasonable continuous cleanup 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.

64) 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.

65) 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.

66) 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

67) All roof covering shall be of fire-resistive materials only. (Class A or Class B according to the Uniform Building Code.) Materials shall be approved by the Building Division.

68) The applicant shall meet all standards and conditions of the Planning, Fire, Engineering, Building Divisions, and all other applicable departments and agencies.

69) Prior to the issuance of a building permit a covenant running with the land and prepared in a form and manner satisfactory to the City Attorney and the Planning Division must be recorded over the entire project area ensuring reciprocal vehicular and pedestrian access, circulation, parking, and drainage in perpetuity, regardless of any existing or future land divisions.

70) Occupants shall obtain valid City of Norco business license prior to commencing business operations.

71) Prior to the issuance of a building permit a covenant, running with the land and prepared in a form and manner satisfactory to the City Attorney and the Planning Director, shall be recorded for said project stating that the driveways and drive aisles for the project site shall be considered as one integrated complex for the purpose of installing and maintaining utility lines, regardless of any existing or future land divisions or land owners. Access to utility lines shall only occur after mutual agreement of the affected property owners and the City.

72) The project developer shall install security hardware on all doors and windows, as approved by the Sheriff's Department prior to the issuance of an occupancy permit.

73) The site shall be screened during construction with chain link fencing and slats, fiberglass canvas, or other type of screening satisfactory to the Planning Division.

74) Prior to the issuance of a building permit the developer shall *enter into a development agreement that shall include the establishment of a service district, or similar entity, to the satisfaction of the City Attorney for the ongoing provision of public safety, code enforcement, street and trail maintenance, lighting and landscaping maintenance, and service requirements including monthly traffic counts, for the project in perpetuity regardless of any future changes in ownership or land divisions.*

75) The project developer, property manager, or entity established through Condition #74 shall provide for monthly traffic counts, after the first certificate of occupancy is issued, to determine consistency with projected traffic counts from the approved Traffic Impact Analysis based on the number of occupied buildings at the time of the count. If the count exceeds the projected traffic amount, the property manager or entity established through Condition #74 shall pay a fee determined by the City Council that shall be in addition to fees already being paid per the approved Development Agreement for additional service requirements.

76) The developer, property manager, or entity established through Condition#74 shall provide on-site security services during construction and on-going operations of the project after occupancy to the satisfaction of the Sheriffs' Department.

77) All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per South Coast Air Quality Management District (SCAQMD) guidelines.

78) Contractors shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered at least three times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

79) Contractors shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 mph or less.

80) Developer shall be responsible to ensure that project energy efficiencies surpass applicable 2008 California Title 24, Part 6 Energy Efficiency Standards by a minimum of 30%. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the Developer and approved by the City prior to the issuance of building permits.

81) Pursuant to California Air Resources Board Title 13, Chapter 10, Section 2485, division 3 of the Code of Regulations, no heavy duty construction trucks accessing the site shall idle for greater than five minutes at any location. Grading plans shall reference, and signs shall be posted on site prior to the issuance of grading permits stating that workers need to shut off engines after five minutes of idling.

82) Grading plans, construction specifications, and bid documents shall include the notation that all graders, rubber tired dozers, and scrapers shall be CARB Tier 2 Certified or better.

83) Construction equipment staging areas shall be located not less than 300 feet from residential zones.

84) Prior to the issuance of building permits, building plans shall reference that only "Zero-Volatile Organic Compounds" paints (no more than 150 gram/liter of VOC) and /or High Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 113 shall be used.

85) Truck access gates and loading docks shall be posted with signs stating:

- Truck drivers shall turn off engines when not in use.
- Diesel ~~delivery~~ trucks ~~servicing~~ within the Norco Ranch Commerce Park shall not idle for more than three minutes.

- Telephone numbers of building facilities manager and CARB to report violations.

86) ~~For All buildings that may have service from refrigerated trucks the plans shall include electrical outlets at each bay in the loading dock areas for the possibility of mobile refrigeration units where applicable needed for future tenants.~~

87) *A fence and wall plan shall be submitted for review and approval by the Planning Commission, including the payment of an application fee prior to the issuance of building permits and shall include:*

- a) *A six-foot wrought iron fence installed along all property lines except where a building wall or noise attenuation wall sets on the property line.*
- b) *Twelve-foot noise attenuation walls shall be provided along the north and west sides of Detention Basin 2 and the commercial site constructed at the following locations:*
 - b1) *The west side of Detention Basin 2.*
 - b2) *The north side of Detention Basin 2 and the commercial area.*
 - b3) *The project boundary along the south side of residences located in the "Not A Part" residential area on the southeast corner of Pacific Avenue and Second Street.*
 - b4) *The project boundary on the east side of residences located in the "Not A Part" residential area on the southeast corner of Pacific Avenue and Second Street.*
 - b5) *Between the fifty-foot landscaped buffer and the on-site automobile parking area east of Pacific Avenue.*

88) *Five-foot noise attenuation walls or screening shall be installed on buildings in close proximity to residential zones as shown in the Noise Impact Analysis. No walls shall be installed until final designs have been approved by the Planning Commission Architectural Review Sub-Committee, inclusive of payment of an application fee.*

89) *Semi-truck activity is prohibited within the areas between Pacific Avenue and the western walls of Buildings 1, 2, and 3. Semi-truck activity is restricted between 10:00 p.m. and 7:00 a.m. to the rear of residences within the "Not a Part" area shown on the Master Site Plan at the southeast corner of Second Street and Pacific Avenue.*

90) *All trucks, tractors, and forklifts, including all construction equipment whether fixed or mobile, shall be operated with proper operating and well-maintained mufflers.*

91) All on-site service support vehicles including tractor pullers, forklifts, etc., to the extent possible, shall be run alternative fuel sources.

92) Tenants, and/or the landlord through agreement with the tenants, shall be responsible to maintain the paved areas related to tenant spaces free of bumps to minimize truck noise.

93) Haul truck deliveries shall be limited to the same hours as construction hours, 7:00 a.m. to 6:00 p.m., and shall not occur on Saturdays, Sundays, or Federal holidays. Haul routes shall not be established where they pass near to developed residential zones.

94) Homeowners shall be notified via postings 24 hours before construction when major construction-related impacts may affect them.

95) Private streets are not allowed and shall be called out as private drive aisles on final plan submittals.

#

(For Master Site Plan 2011-07)

- 1) *The approval of Master Site Plan 2011-07 does not entitle development on the area identified as "Commercial" which is also delineated with Tentative Parcel Map 36392.*
- 2) *Any proposed development of the Commercial area of Master Site Plan 2011-07 shall be subject to review and approval through a Conditional Use Permit hearing process as per the Norco Municipal Code requirements regardless of whether the proposed use(s) are listed as "Permitted Uses" or "Conditionally Permitted Uses" in the Gateway Specific Plan.*
- 3) *Development within Master Site Plan 2011-07 (except the Commercial area) shall be in accordance and subject to the approved phases of the project consisting of Site Plans 2011-08 through 2011-13, and as conditioned.*
- 4) *Development of any buildings approved through Site Plans 2011-08 through 2011-13 may occur out of phase provided that all related infrastructure has been constructed, or will be constructed upon issuance of building permits.*

#

Steve King - Proposed Norco Ranch Commerce Park

From: "Rick Grossman" <norcotoo@sbcglobal.net>
To: <Sking@ci.norco.ca.us>
Date: 07/17/2011 10:51 PM
Subject: Proposed Norco Ranch Commerce Park

Steve King
 Planning Director
 City of Norco
 92860

Rick Grossman
 1766 Pacific Ave
 Norco, CA

Ref: Up coming meetings concerning
 Proposed Norco Ranch Commerce Park

As a longtime resident of Norco I know how important it is to attend meetings concerning development especially when said development may impact one's quality of life. Having served on the Citizens committee regarding the Gateway Specific Plan years ago I know how important it is for those affected by change to buy into a project such as the one proposed. However, one needs to ensure any proposed development meets the guideline of the approved specific plan and if changes are made to the plan those affected should have the ability to voice their concern. Unfortunately in our situation my wife and I will be in Canada on vacation when the upcoming informational and Planning Commission meetings take place and therefore will miss out on any discussions regarding the proposed project.

With the above being said, I would like to offer our input and have it become part of the record from a resident affected by the proposed project.

As a retired vehicle fleet manager with the responsibility of managing and maintaining 1043 trucks for FedEx Express throughout Southern California I'm acutely aware of the problems associated with sort facilities (distribution centers) in regards to noise, air pollution and traffic flow. Having had to address noise and pollution concerns in areas where homes are nearby is a losing proposition for the facility, as its been my experience where local municipalities had hours of operation restrictions as well as pollution sensors set up at several facilities in the Miramar San Diego area due to homeowner complaints. A classic example of a great idea gone wrong is Mira Loma as it's made national headlines more than once regarding air pollution and health problems associated with diesel soot (see Press Enterprise article http://www.pe.com/localnews/environment/stories/PE_News_Local_N_miraair06.3412737.html)

As far as the proposed development of the Norco Ranch (as outlined in the flyers we are receiving and the article in the Press Enterprise), I'm for developing the area, but not as a distribution center as I don't believe the surrounding infrastructure can handle the massive number of vehicles generated by the center, especially freeway on/off ramps let alone surface streets when factoring in surrounding school and other traffic. Often times under current traffic patterns those who live on Pacific Ave have had found it difficult to access Second Street due to backed up traffic. The addition of truck traffic would only compound the problem. As such I believe the property is better suited for light industrial or mix use similar to other complexes throughout the city. Norco is known for its animal keeping and bringing in a large distribution center for the sake of generating revenue in my opinion is not the way to go.

EXHIBIT "U"

Thank you for your time,

Rick Grossman



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needs

- ◆ Install/De-Install - Service
- ◆ Contracts
- ◆ Upgrades - Complete Systems
- ◆ DI IT Integration - Applications
- ◆ Coil Repairs - CryoSystem Repairs
- ◆ Complete Magnet Care

Mr. Steve King, AICP
Planning Manager
City of Norco
2870 Clark Avenue
Norco, Ca. 92860

RE: Norco Facility Availability

Dear Mr. King:

I'd recently heard about the project planned in Norco off Mountain Avenue and 2nd Street. I thought I would write this letter to you to convey my opinion of the need for this sort of commercial space in the city. Candidly I wish this project had been previously proposed prior to our move to the city of Ontario the mid part of last year. My employees are, in large part, residents of Norco and Corona and as you are likely aware, our business started in and grew in the city until we reached a point of growth that dictated we look for larger – more efficient space.

As you may be familiar with, Southwest Medical Resources is in the medical CT and MRI manufacturing, servicing and sale business. We have enjoyed a significant amount of success, and thus growth, since we first occupied space in Norco in 2005. We now stand at over 60 employees and last year surpassed the 20 million dollar level in revenue. Our search for a new building spanned over 18 months due primarily to our preference to remain in the Norco area. Ultimately we identified and negotiated for our occupancy in an approximately 140,000 square foot building in west Ontario.

Please feel free to share this letter with your city council members and the public to the extent of interest.

Regards,

Don McCormack

President

CORPORATE OFFICE: 1290 Elm Street, Ontario, CA 91761 • 951.734.3737 • Fax: 951.735.3373

MAILING ADDRESS: P.O. Box 3400, Ontario, CA 91761

Planning Commission/ City Council

These comments are for the City of Norco Planning Commission 10 August 2011 agenda.

My name is Greg Dellenbach. I have resided at 2550 Second Street, Norco, CA 92860 since April 1994. My wife, Barbara (who graduated from Norco High in 1976) and I have raised our five (5) children in this house. They all went to Norco High School and have gone on to higher learning (BYU) and are now gainfully working and paying taxes.

Our desire at this time is for the planning commission/city council to **vote IN FAVOR** of the project being considered for the Gateway Specific Plan (Alere Property Group, LLC) project.

The project is expected to bring hundreds of construction jobs and hundreds more permanent jobs with the distribution building. The average annual salary for a warehouse worker is about \$40,000. (See Press Enterprise article dated 3 August 2011, "Redlands council approves distribution warehouse" by Jan Sears, Sections A3 and A4.)

With a potential \$1.5 million in revenue through plan check and permit fees, and the possibility that a tenant could sell goods at the site, which would bring sales-tax revenue to the city, are welcome revenue to our city which is in the red for this budget year.

Hopefully a city planning reduction required for parking from one space for each 1,000 square feet of gross floor space to one space per 2,000 square feet (see article above) will help the commercial distribution center tenant find favor in locating in our city. From the neighborhood meeting held last week, the elevations and horse trails will dramatically enhance a now blighted residential area of our city, should again favor **your approval** of this project.

For 25 years, the Norco Egg Ranch has been a neighbor to our rural lifestyle city and people. On numerous occasions they have donated eggs, for example to our Father and Son outings for our Boy Scout Troop, which keep young men off the streets and helps them find their way in the world with volunteer leaders.

Please vote in favor of this project.

Your city neighbors,

Greg and Barbara Dellenbach
3 August 2011

RECEIVED
AUG 03 2011

BY: 

7-21-11

Norco Planning Div

Sir

I've lived at 1466 Pacific Ave
for 38 years and support the
commercial development of
the Norco ranch property.

We need a tax base and
the city looks like it.

Larry Hawk.



LARRY HAWK SANTA A
1466 PACIFIC AVE
NORCO CA 92860-2818
21 JUL 20

RECEIVED
JUL 25 2011

BY: SA