Planning Commission

Agenda Packet

March 19, 2014

AGENDA

For more information on an agenda item, please contact the City at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752.

AGENDA

REGULAR MEETING OF THE EASTVALE PLANNING COMMISSION

Wednesday, March 19, 2014

6:00 p.m.

Rosa Parks Elementary School, 13830 Whispering Hills Drive, Eastvale, CA 92880

1. ***CALL TO ORDER:*** 6:00 p.m.

2. ***ROLL CALL/PLEDGE OF ALLEGIANCE***

Planning Commissioners:	Daryl Charlson
	Larry Oblea
	Karen Patel
Chairperson:	Fred Valentine
Vice Chairperson:	Joe Tessari

3. ***ADDITIONS/DELETIONS TO THE AGENDA***

4. ***PRESENTATIONS/ANNOUNCEMENTS***

At this time, the Planning Commission may recognize citizens and organizations that have made significant contributions to the community and it may accept awards on behalf of the City.

4.1 Presentation by the Police Department on their review of development projects, and the types of changes and/or conditions that the Police Department might recommend.

5. ***PUBLIC COMMENT/CITIZEN PARTICIPATION***

This is the time when any member of the public may bring a matter to the attention of the Planning Commission that is within the jurisdiction of the Commission. The Ralph M. Brown Act limits the Commission's and staff's ability to respond to comments on non-agendized matters at the time such comments are made. Thus, your comments may be agendized for a future meeting or referred to staff. The Commission may discuss or ask questions for clarification, if desired, at this time. Although voluntary, we ask that you fill out a "Speaker Request Form," available at the side table. The completed form is to be submitted to the Interim City Clerk prior to being heard. ***Public comment is limited to two (2) minutes each, with a maximum of six (6) minutes.***

6. *CONSENT CALENDAR*

Consent Calendar items are normally enacted in one motion. Commissioners may remove a Consent Calendar item for separate action. ***Public comment is limited to two (2) minutes each, with a maximum of (6) minutes.***

6.1 Approval of minutes from February 19, 2014 Meeting

7. *PUBLIC HEARING ITEM*

7.1 **PROJECT NO. 11-0271 –** Environmental Impact Report, General Plan Amendment, Specific Plan, Tentative Parcel Map for subdivision of an approximately 200-acre area into five industrial parcels, one business park parcel, and one commercial parcel, and a Major Development Plan Review for development of approximately 122 acres of light industrial including four industrial/warehouse buildings. An Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) for this project. (Cathy Perring, Assistant Planning Director) **Continued from February 19, 2014 meeting**

***Recommendation*:** Staff recommends that the Planning Commission forward a recommendation to the City Council to take the following actions:

1. Certify the Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) that designates Alternative 3 as the environmentally superior alternative.

2. Approve a General Plan Amendment to change the land use from High Density Residential to Light Industrial, Commercial Retail, and Business Park.

3. Rescind The Resort Specific Plan and adopt the Goodman Commerce Center Specific Plan, dated January 2014, which is consistent with the environmentally superior alternative in the EIR.

4. Approve Tentative Parcel Map No. 36487 for the subdivision of approximately 200 acres into five industrial parcels, one business park parcel, and one commercial parcel, subject to conditions of approval.

5. Approve Major Development Plan Review for the development of four new industrial/warehouse buildings totaling 2,853,654 square feet and associate improvements, subject to conditions of approval.

8. ***COMMISSION COMMUNICATIONS***

(Committee reports, agenda items, meeting requests and review, etc.)

This is an opportunity for the commissioners to report on their activities, to bring a matter to the attention of the full Commission and staff, and to request agenda items. Any matter that was considered during the public hearing portion is not appropriate for discussion in this section of the agenda. NO ACTION CAN BE TAKEN AT THIS TIME.

9. ***CITY STAFF REPORT***

No staff presentation is planned.

10. ***ADJOURNMENT***

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City of Eastvale. Notification forty-eight (48) hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

POSTING STATEMENT

I, Kanika Kith, Senior Planner, or my designee, hereby certify that a true and correct, accurate copy of the foregoing agenda was posted on March 13, 2014, seventy-two (72) hours prior to the meeting per Government Code 54954.2.

12363 Limonite Avenue, Suite 910, Eastvale, CA 91752
Rosa Parks Elementary School, 13830 Whispering Hills Drive
Eastvale Library, Roosevelt High School, 7447 Cleveland Avenue
City of Eastvale website: www.eastvaleca.gov

6.1 MINUTES

MINUTES

REGULAR MEETING OF
THE PLANNING COMMISSION
OF THE CITY OF EASTVALE
Wednesday, February 19, 2014
6:00 P.M.

Rosa Parks Elementary School
13830 Whispering Hills Drive
Eastvale, CA 92880

1. CALL TO ORDER

Vice-Chairman Valentine called the meeting to order at 6:00 p.m.

2. ROLL CALL/PLEDGE OF ALLEGIANCE:

Commissioners present: Commissioners Charlson, Oblea, Patel, Tessari and Vice-Chairman Valentine.

Staff present: City Attorney Cavanaugh, Assistant Planning Director Norris, Planner Teague, Senior Engineer Indrawan, Assistant City Clerk Hall.

Commissioner Patel led the Pledge of Allegiance.

3. REORGANIZATION OF THE PLANNING COMMISSION/SELECTION OF NEW CHAIR AND VICE CHAIR FOR 2014

Motion: Moved by Valentine, seconded by Oblea to select Fred Valentine as Chairman.

Motion carried 5-0 with Charlson, Oblea, Patel, Tessari and Valentine voting aye.

Motion: Moved by Patel, seconded by Charlson to select Joe Tessari as Vice-Chairman.

Motion carried 5-0 with Charlson, Oblea, Patel, Tessari and Valentine voting aye.

4. ADDITIONS/DELETIONS TO THE AGENDA:

There were no Additions/Deletions to the Agenda.

5. PRESENTATIONS/ANNOUNCEMENTS:

There were no Presentations/Announcements.

6. PUBLIC COMMENT/CITIZEN PARTICIPATION:

There were no Public Comments/Citizen Participation.

7. CONSENT CALENDAR:

7.1 **Minutes – December 18, 2013 Regular Planning Commission Meeting**.

Recommendation: Approve the minutes from the December 18, 2013 Planning Commission Meeting.

Commissioner Patel asked for changes to be made to the minutes.

Motion: Moved by Charlson, seconded by Valentine to approve the minutes with changes.

Motion carried 5-0 with Charlson, Oblea, Patel, Tessari and Valentine voting aye.

8. PUBLIC HEARING ITEMS:

8.1 **PROJECT NO. 11-0271** – Environmental Impact Report, General Plan Amendment, Specific Plan, Tentative Parcel Map for subdivision of an approximately 200-acre area into five industrial parcels, one business park parcel, and one commercial parcel, and a Major Development Plan Review for development of approximately 122 acres of light industrial including four industrial/warehouse buildings. (Cathy Perring, Assistant Planning Director)

Recommendation: Staff recommends that the Planning Commission forward a recommendation to the City Council to take the following actions:

1. Certify the Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) that designated Alternative 3 as the environmentally superior alternative.

2. Approve a General Plan Amendment to change the land use from High Density Residential to Light Industrial, Commercial Retail, and Business Park.

3. Rescind The Resort Specific Plan and adopt the Goodman Commerce Center Specific Plan, dated January 2014, which is consistent with the environmentally superior alternative in the EIR.

4. Approve Tentative Parcel Map No. 36487 for the subdivision of approximately 200 acres into five industrial parcels, one business park parcel, and one commercial parcel, subject to conditions of approval.

5. Approve Major Development Plan Review for the development of four new industrial/warehouse buildings totaling 2,853,654 square feet and associate improvements, subject to conditions of approval.

Assistant Planning Director Perring introduced the item and Planner Teague. She presented a PowerPoint presentation reviewing the basic of the project and the zoning of the land surrounding the project site. She went on to explain Staff's reasoning behind the recommendation of supporting the change of zone.

Planner Teague went on to review the Environmental Impact Report for the project.

Assistant Planning Director Perring discussed Staff's recommendation and how the Housing Element would be affected. She discussed the funding that the City would receive per the Conditions of Approval that would assist in updating the Housing Element to mitigate the loss of housing on the project site.

Ward Mace, a representative of the project applicant, discussed the background of his company and the evolution of the project. He went on to discuss the planned use of the site, the fiscal impact analysis, design of buildings, site amenities and conceptual plans for the business park and commercial sections of the project.

The Public Hearing was opened at 6:53 p.m.

Rania Hamdy, a resident, stated that she and many of her neighbors were in opposition of the project. She stated that the City of Ontario was building homes near the site, and that the site should contain more retail, not industrial buildings. She went on to mention that there were many vacant industrial buildings surrounding the project and that there may not be local businesses in the City that were interested in moving into a business park. She felt that traffic was already bad and that industrial buildings would worsen the situation. She was also not in favor of the existing specific plan for high density housing.

Grace Guo, a resident, supported what Ms. Hamdy had stated. She added that the area was not ideal for an industrial project.

Brian Bentrott, a resident, stated that he felt the area was perfect for large warehouses. He added that there was less than 3% vacancy in large warehouses. He went on to state that he felt the commercial allocation was good for the proposed type of site.

Commissioner Oblea and Staff discussed the Environmental Impact Report and potentially needing clarification on some of the language. There was additional discussion regarding the summary of alternatives listed in the document.

Commissioner Oblea indicated that he would only be comfortable certifying the Environmental Impact Report if changes were made.

Commissioner Oblea expressed concern that four large warehouses would not create jobs as the applicant had indicated. He also expressed concern that changing the specific plan that was previously approved would remove the elementary school that was part of the original plan.

There was discussion regarding plans for local schools.

Commissioner Oblea stated that the City's General Plan called for no light industrial projects south of Cantu-Galleano Ranch Road, and that the City of Ontario was placing homes and commercial retail adjacent to the proposed project site.

Vice-Chairman Tessari agreed with Commissioner Oblea. He felt that the jobs count for the proposed project was high and added that the City would be able to capture revenue from the neighboring housing if a retail project was placed on the site. He inquired if tenants were already lined up for the proposed industrial buildings.

Mr. Mace stated that tenants were not lined up at the time, but there were interested parties that the applicant was in contact with. He added that the proposed warehouse jobs typically paid higher wages than retail jobs.

There was discussion regarding the types of industrial and warehousing that could potentially be put in the warehouses.

There was discussion regarding the potential hospital on the project site.

There was discussion regarding the maintenance of the project sites common areas.

Commissioner Patel expressed concern with the amount of industrial proposed in the project. She went on to state that it would not be feasible for the project to house business incubators, but there was a possibility that the project would work as an accelerator for established, growing businesses. She discussed the current demand for warehousing in the region and discussed the jobs that would go along with warehousing. She expressed that the project needed more business park area.

Commissioner Patel added that she would be concerned with the City's Housing Plan compliance if the zone change went through, and expressed concern about the timing of actual development on the project site, and what would happen to the commercial portion of the project if market conditions changed.

Planner Teague stated that the Specific Plan would require commercial uses to be constructed in the planned commercial section of the project site, unless the applicant returned to the Commission to change the project.

There was discussion regarding the likelihood of the proposed hospital use on the project site, and how long the approval process takes for a hospital to be approved.

Commissioner Charlson stated that he had serious reservations about the projects negative fiscal impact to the City until the proposed hospital or hotel were built. He also had issues with the jobs projection for the project. He felt that a different type of development would be more beneficial in the proposed area. He added that he had a concern with the design placing flood control basins near the business park. Commissioner Charlson stated that overall, he liked the project but felt it was too close to homes.

There was discussion regarding the amount of commercial acres left to develop in the City.

There was discussion regarding the notification process for the project and public hearing.

Chairman Valentine and Assistant Planning Director Perring discussed the problem of removing and having to relocate the high density housing locations.

There was discussion regarding the State requirements for high density housing.

There was discussion regarding the hotel and commercial buildings.

There was discussion regarding the business park area uses.

The specific uses of the industrial warehouse buildings were discussed, as well as the trends in distribution businesses and the impact that the project's traffic would have on Hamner Avenue.

There was discussion regarding the water basin being included in the acreage displayed for the business park. The business park area included 14 acres of actual business park use and 8 acres of water retention basins.

There was additional discussion regarding high density housing.

There was discussion regarding the warehouses that were currently being built in the City of Chino, near the City's western border.

Two letters had been received in response to the Environmental Impact Report. Staff indicated that some clarifications may be looked at, but there was nothing new to include in the document.

There was discussion regarding the options that the Commission had to vote on, and the process for making a recommendation to the Council.

There was discussion regarding alternative design concepts that had been considered. Lang Cottrell, with Goodman Birtcher, was available to discuss the process that Goodman Birtcher had gone through with the City prior to presenting the plan to the Commission.

The Public Hearing was closed at 8:23 p.m.

There was additional discussion regarding the project, potentially limiting the uses of the warehouse buildings, lowering the amount of industrial space in the project, and modifying the plan to exclude industrial buildings fronting Hamner Avenue.

There was discussion regarding the process of recommending approval or denial.

There was additional discussion regarding the size and placement of industrial buildings proposed in the project, and increasing the business park and commercial portions of the project.

It was the consensus of the Commission that the Public Hearing should be continued.

The Public Hearing was reopened at 8:40 p.m.

Motion: Moved by Oblea, seconded by Tessari to continue the Public Hearing to March 19, 2014.

Motion carried 5-0 with Charlson, Oblea, Patel, Tessari and Valentine voting aye.

9. COMMISSION COMMUNICATIONS:

Commissioner Charlson asked for an update on the wood fence that was to be replaced as part of the New Day Church building project.

Commissioner Oblea thanked everyone for the opportunity to be a part of the Commission.

10. CITY STAFF REPORT:

City Manager Jacobs reminded everyone that February 26, 2014 was the Joint Meeting with the Planning Commission and City Council regarding the Leal Property Strategic Plan.

11. ADJOURNMENT:

There being no further business the meeting was adjourned at 8:45 p.m.

7.1 PROJECT NO. 11-0271

City of Eastvale

Planning Commission Meeting Agenda
Staff Report

MEETING DATE: **MARCH 19, 2014**

TO: **PLANNING COMMISSION**

FROM: **CATHY PERRING, ASSISTANT PLANNING DIRECTOR**

SUBJECT: **PROJECT NO. 11-0271** – ENVIRONMENTAL IMPACT REPORT, GENERAL PLAN AMENDMENT, SPECIFIC PLAN, TENTATIVE PARCEL MAP FOR SUBDIVISION OF AN APPROXIMATELY 200-ACRE AREA INTO FIVE INDUSTRIAL PARCELS, ONE BUSINESS PARK PARCEL, AND ONE COMMERCIAL PARCEL, AND A MAJOR DEVELOPMENT PLAN REVIEW FOR DEVELOPMENT OF APPROXIMATELY 122 ACRES OF LIGHT INDUSTRIAL INCLUDING FOUR INDUSTRIAL/WAREHOUSE BUILDINGS **(CONTINUED FROM FEBRUARY 19, 2014)**

RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation to the City Council to take the following actions:

1. Certify the Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) that designates Alternative 3 as the environmentally superior alternative.

2. Approve a General Plan Amendment from High Density Residential to Light Industrial, Commercial Retail and Business Park.

3. Rescind The Resort Specific Plan and adopt the Goodman Commerce Center Specific Plan, dated January 2014 and attached, which is consistent with the environmentally superior alternative in the EIR.

4. Approve Tentative Parcel Map No. 36487 for the subdivision of approximately 200 acres into five industrial parcels, one business park parcel, and one commercial parcel, subject to conditions of approval (Attachment A).

5. Approve Major Development Plan Review for the development of four new industrial/warehouse buildings totaling 2,853,654 square feet, subject to conditions of approval.

BACKGROUND

Overview of the Project Review Process

Prior to the first Planning Commission hearing on February 19, 2014, the Goodman Commerce Center project represents over two years of work on the part of staff, the applicant, and the property owners. The site plan design and Specific Plan standards, as originally submitted, were changed significantly to address staff's input and concerns regarding circulation, aesthetics, land use, signs, etc. Weekly meetings with representatives of planning, engineering, and the City Manager's office as well as the environmental team, applicant, and land owners were held for many months. The project package recommended (Alternative 3) herein is the result of these efforts.

Subsequent to the February 19, 2014, hearing, staff met with the applicant. It was agreed that the applicant would address certain items of interest to the Planning Commission such as warehouse operations, likely tenants, timing of commercial and business park development, industrial vacancy rates and demand, retail demand, and jobs data from some of their existing projects, including why the redesign that Planning Commission suggested on February 19, 2014, was not feasible.

However, on March 10, staff was contacted by the applicant and presented with a revised plan. Because staff did not have time to review the plan and make recommendations before agenda packets had to be prepared, it was agreed that the plan would be presented at the March 19, 2014, hearing for consideration. Generally, the revised plan proposes to reduce the area of Building C (the industrial building located adjacent to Hamner Avenue) by approximately 140,000 square feet and increase the Business Park land use area to accommodate additional building square footage of over 100,000 square feet (a nearly 44 percent increase from the currently recommended plan).

Planning Commission Discussion – February 19, 2014

This project was continued from the Planning Commission meeting on February 19, 2014. At that meeting, the Commission asked for clarification or more information on several items, which is provided below. The Commission also expressed concern about a number of items that staff has worked on with the applicant through the project review process. Staff feels that these concerns have been addressed and resolved through the Specific Plan standards and guidelines, project design, and comprehensive Conditions of Approval, as presented below.

DISCUSSION

Clarifications and Additional Information Requested

<u>Commissioner Oblea requested clarification related to a couple of items in the EIR and the loss of a potential school site if the proposed project is approved.</u>

- Section 1.3.1 of the EIR will be clarified as follows: The City's General Plan land use designations for the site <u>include primarily</u> ~~are Light Industrial (LI) and~~ High Density

Residential (HDR) with a small area of Light Industrial (LI) in the northeast corner as reflected in **Figure 1.0-4, Existing General Plan Land Use Designations**.

- Table 1-C of the EIR compares the alternatives evaluated in the EIR to the proposed project. Staff supports the findings in the EIR as summarized in this table. No changes are recommended. As part of the project review, the Commission and the Council will need to determine if the project is consistent with the General Plan as amended.

- The EIR the City contracted for to evaluate this project concluded that "the Project does not propose residential uses that would directly increase demand for schools. Regardless, the Project would be required to pay school mitigation fees as established by state and local laws which would fully mitigate any potential impact the Project may have on public school facilities. Therefore, impacts are less than significant." (DEIR page 4-9)

- Responses to the comment letters received prior to the February 19, 2014, hearing are Attachment B.

Commissioner Charlson requested clarification of Water Quality Basin sizing with respect to large storms and flooding.

The flood control facilities associated with the project include an approximately 72-inch diameter pipeline that connects the project to an existing storm drain system in Bellegrave Avenue. It is sized to carry the runoff of a 100-year storm from the project site and upstream properties. These facilities are maintained by Riverside County Flood Control and Water Conservation District.

The water quality basins on-site are required to meet the City of Eastvale Municipal Separate Storm Sewer System (MS4) permit in compliance with the Storm Water Program.[1] The basin design is outlined in the project's Preliminary Water Quality Management Plan. The purpose of the water quality basins located within the project site is to hold water from small storms, known as the "first flush," that runs off of streets and rooftops, then let it percolate into the soil to cleanse it from impurities before it can pollute surface or underground water sources. When a larger storm event happens, the runoff will overflow through the water quality control basin's spillway into the 72-inch diameter storm drain system before flooding on the site occurs. Attachment C shows a typical cross-section of the type of a spillway system that will be installed for this project.

[1] The City of Eastvale, along with other Riverside County cities and the County within the Santa Ana River region, has a permit to discharge stormwater to the Santa Ana River. This Municipal Separate Storm Sewer Program permit (MS4) was originally approved in Riverside County in 1990 and is reissued, after review by the regulating authorities at Santa Ana Regional Water Quality Control Board, every five years. The City's MS4 permit regulates activities related to the quality of discharge through the stormwater management program. For example, stormwater, such as rain, may travel along street gutters until it drains into a catch basin leading to a storm drain. Storm drains channel water through the city, which is usually discharged into the Santa Ana River.

Clarification of permitted uses.

Commissioner Patel mentioned that the shape of the proposed Commercial/Retail parcel within the project would easily accommodate an industrial building similar to those currently proposed and asked if that type of a land use change could occur.

Such a change in land use could not occur without additional amendments to the General Plan and Specific Plan. The Specific Plan establishes the permitted, conditionally permitted, and prohibited uses within the project areas. Table 2-2, Permitted Uses, from the Specific Plan (shown in Attachment D), identifies the allowable uses. Industrial or warehouse uses are prohibited in the Commercial Retail portion of the project.

Development in adjacent cities.

- Sares-Regis Project in Chino
    - The Chino City Council approved the Sares-Regis project on August 7, 2012. The approval allowed the development of four industrial buildings ranging from 99,164 square feet to 789,052 square feet, totaling approximately 2,176,758 square feet, on 125.09 acres of land located at the northwest corner of Pine and Euclid Avenues. A copy of the project summary and approved site plan received from the Chino Planning Department are included as Attachment E.
- Moratorium on Industrial Development in Ontario
    - Mr. Scott Murphy, City of Ontario Planning Director, was contacted, and confirmed that the City of Ontario does not have a moratorium on industrial development.
- Amount of Adjacent Retail
    - The total number of square feet of retail development in the adjacent Ontario Project (Hamner Avenue and Cantu-Galleano Ranch Road) is approximately 900,000 square feet.

Panama Canal

Commissioner Patel mentioned the effect the Panama Canal expansion project may have on goods movement in the US, including Southern California ports. The US Army Corps of Engineers white paper on the Panama Canal expansion project is located in Attachment F. Page 16 of the white paper discusses the potential impact on the ports of Los Angeles and Long Beach. In summary, it is difficult to predict how much cargo would leave West Coast ports for the East Coast via the canal. The white paper states, "Despite all the congestion, the Ports of Los Angeles/Long Beach (LA/LB) have always managed to accommodate ever more volumes of cargo … LA/LB processed a combined 15 million TEUs[2] in 2007, accounting for 40% of all

[2] A 20-foot equivalent unit (or TEU) is an inexact unit of cargo capacity used to describe the capacity of container ships. It is based on the volume of a 20-foot-long shipping container, a standard-sized metal box which can be easily transferred between ships, trains and trucks.

freight entering the US, including 80% of imports from Asia. Nevertheless, at some point accommodation will be unsustainable."

Several commissioners questioned the source and validity of the employment figures

Section 5.12 (Population and Housing) of the EIR for this project (prepared under City contract) analyzed potential population, housing, and employment impacts associated with the proposed project[3]. The analysis indicated that the jobs-to-housing ratio for the City of Eastvale is jobs-poor, meaning there are fewer jobs in the city than there are Eastvale residents in the workforce. The analysis concluded that the implementation of the proposed project could generate between 2,944 and 4,708 new full-time employment positions based on the proposed land uses in the Goodman Commerce Center at Eastvale Specific Plan.

Tables 5.12-A and 5.12-B of the EIR (provided below) illustrate a brief summary of the growth forecasts for Riverside County and the City of Eastvale, neither of which include this project or any jobs it would create.

Table 5.12-A, SCAG Riverside County Forecasts

	2008	2020	2035
Population	2,128,000	2,592,000	3,324,000
Households	679,000	834,000	1,092,000
Employment	664,000	939,000	1,243,000
Jobs-to-Housing Ratio[1]	0.97:1	1.13:1	1.13:1

Source: Southern California Association of Governments (SCAG(a)), *2012-2035 Regional Transportation Plan Growth Forecast, Growth Forecast Appendix* . April 2012, p.33. (Available at http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf , accessed July 2, 2012.)

[1] Total number of jobs relative to the total number of households

Table 5.12-B, SCAG City of Eastvale Growth Forecasts

	2008	2020	2035
Population	53,200	61,500	68,300
Households	13,500	15,700	17,700
Employment	3,700	5,400	10,100
Jobs-to-Housing Ratio[1]	0.27:1	0.34:1	0.57:1

Source: Southern California Association of Governments (SCAG(a)), *2012-2035 Regional Transportation Plan Growth Forecast, Growth Forecast Appendix* . April 2012, p.33. (Available at http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf , accessed July 2, 2012.)

Notes:
[1] Total number of jobs relative to the total number of households

Tables 5.12-D and 5.12-E of the EIR provide a summary of the projected number of employees for the proposed project per the Riverside County General Plan and the National Association of Industrial and Office Parks (NAIOP).

[3] The data used in Section 5.12 of the EIR was obtained from several sources including the Southern California Association of Governments, United States Census Bureau, California Employment Development Department, and the National Association of Industrial and Office Parks.

Table 5.12-D, Projected Number of Employees per Riverside County

Land Use Designation	Acreage	Square Footage	Employee Generation Rate (SF/Employee)[1]	Total Employees Projected
Business Park	34.6	610,000	600	**1,017**
Commercial-Retail	22.8	249,000	500	**498**
Commercial Retail (Hotel)[2]	2.5	91,500	500	**183**
Light Industrial	145.4	3,100,000	1,030	**3,010**
Total	205.3	4,050,500		**4,708**

[1] Riverside County General Plan Appendix E: Socioeconomic Buildout Assumption Projections & Methodology (COR GP Appendix E)

[2] Allows for 130 room capacity hotel

Table 5.12-E, Projected Number of Employees per Riverside County and NAIOP

Land Use Designation	Acreage	Square Footage	Employee Generation Rate (SF/Employee)	Total Employees Projected
Business Park	34.6	610,000	600[1]	**1,017**
Commercial-Retail	22.8	249,000	500[1]	**498**
Commercial-Retail (Hotel)[2]	2.5	91,500	500[1]	**183**
Light Industrial (Non-Refrigerated 90%)	130.5	2,790,000	2,574[3]	**1,084**
Light Industrial (Refrigerated 10%)	14.5	310,000	1,910[3]	**162**
Total	205.3	4,050,500		**2,944**

[1] Riverside County General Plan Appendix E: Socioeconomic Buildout Projection Assumptions & Methodology (COR GP Appendix E)

[2] Allows for 130 room capacity hotel

[3] National Association of Industrial and Office Parks (NAIOP), Logistics Trends and Specific Industries that Will Drive Warehouse and Distribution Growth and Demand For Space, March 2010. (Available at http://www.naiop.org/en/Research/Our-Research/Reports/Logistics-Trends-and-Specific-Industries.aspx, accessed on October 2, 2012.)

Table 1, below, applies the NAIOP and County employment generation rates to staff-recommended Alternative 3 uses.

Table 1 – EIR Alternative 3 Estimated Jobs

Land Use	Square Feet	Employee Generation Rate (SF/Employee)	Total Employees Projected Per NAIOP	Total Employees Projected Per County of Riverside
Business Park	228,690	600	381	381
Commercial/Retail (includes hotel)	741,500	500	1,483	1,483
Light Industrial	2,853,654	1030	NA	2,770
Light Industrial – (Non-refrigerated 90%)	2,568,289	2,574	998	NA
Light Industrial – (Refrigerated 10%)	285,365	1,910	149	NA
TOTAL	--	--	3,011	4,634

In summary, staff-recommended Alternative 3 would generate approximately 3,011 to 4,634 new full-time employment positions that could be filled by local residents, based on County and NAIOP generation rates and assuming a hotel is built. This number is based on the same methodology as the project EIR and falls within the range (2,944 to 4,708) evaluated in the EIR.

Neither the County nor NAIOP report employment generation rates for hospitals. For comparative purposes, one of newest hospitals in the region, Temecula Valley Hospital, is a four-story 140-bed facility. It includes approximately 178,000 square feet and over 300 staff plus admitting physicians.

Need for hospital beds in Inland Empire[4]

The interest in Eastvale as a site for a new hospital would appear to be based on well-documented deficiencies in hospital beds per capita, and probable future market demand from population growth. As a part of the Leal Specific Plan process, Kosmont (the City's economic consultant) prepared a map of the region which shows a visible lack of hospital facilities in the Eastvale area (Figure 1).

[4] **Sources:**

California Health Care Almanac. 2010. California Hospital Facts and Figures.
http://www.chcf.org/~/media/MEDIA%20LIBRARY%20Files/PDF/C/PDF%20CaliforniaHospitalFactsFigures2010.pdf

California Health Care Foundation. 2007. *Understanding the Hospital Planning, Design, and Construction Process.*

California Health Care Almanac. 2013. California Hospitals: Buildings, Beds, and Business.
http://www.chcf.org/~/media/MEDIA%20LIBRARY%20Files/PDF/A/PDF%20AlmanacRegMktBriefRiverside12.pdf

http://www.medicalconstructiondata.com/projects/search_result.asp?action=search&provider_id=1000&category_id=1053&product_id=1097&subscriptiontype=0&UID={B81B716C-4974-425F-AA2C-5ED7B8572206}

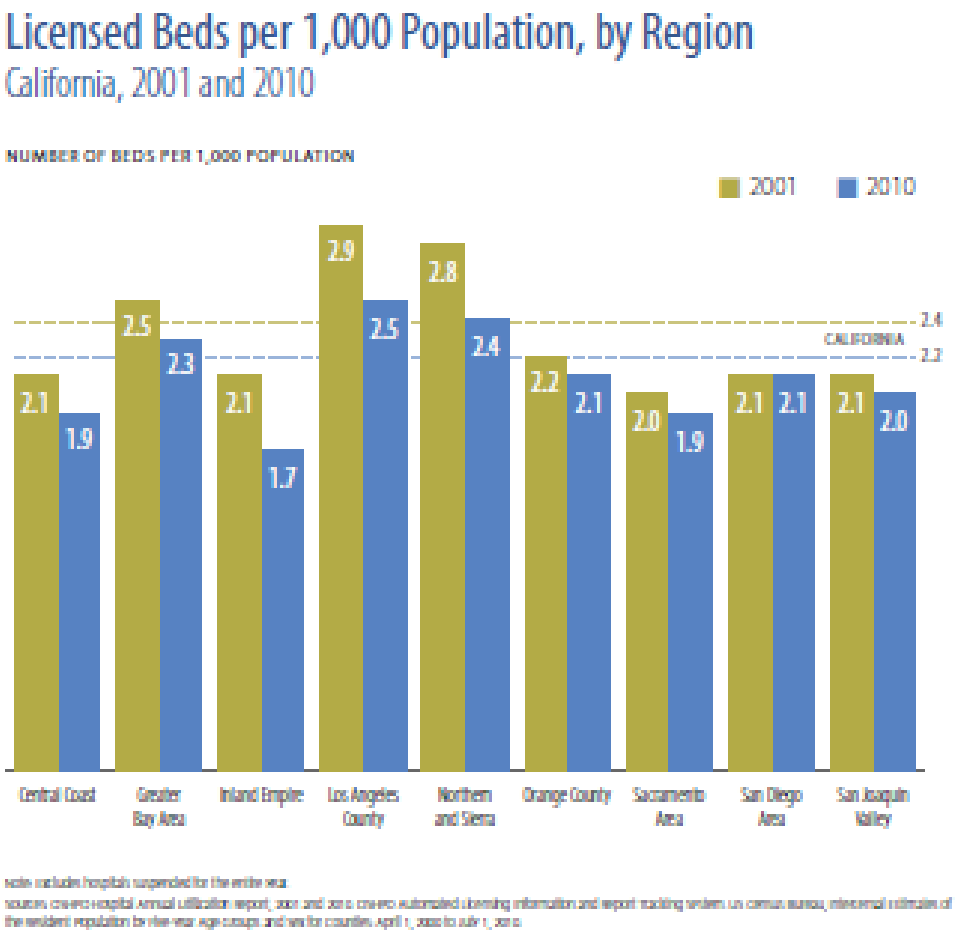
Figure 1 - Hospitals within 20 Miles of Eastvale

The Inland Empire, with 1.7 beds per 1,000 population, is underserved by medical facilities, falling nearly 1 bed per 1,000 below the Los Angeles area average and 0.5 bed per 1,000 below the state average of 2.2 beds per 1,000 (see Figure 2.) During the period of 2001 through 2007, 27 hospitals closed statewide. Only two of the nine regions included in the California Health Care Almanac had zero hospital closures: Sacramento Area and the Inland Empire.

There are currently 86 new "hospitals" under construction in California. Note that the term hospital is not well defined and may include skilled nursing homes as well as more typical hospitals. Building permits for hospitals are issued only by the Office of Statewide Health Planning Department, which will not issue a permit until the local agency has completed the CEQA process and granted approval of the use.

As one of the fastest-growing counties in California, the demand for hospital beds is going to increase which would suggest that new facilities are needed. The gap in hospitals in the Eastvale area as shown in Figure 1 and the lack of hospital beds in the region as shown in Figure 2 would support locating a new facility in Eastvale.

Figure 2 - Support for a Hospital in Eastvale



Planning Commission Questions and Concerns Addressed in Project Documents

<u>Aesthetic along Hamner Avenue</u>

Staff recognized and addressed the potential aesthetic and noise impacts along the major streets with respect to existing and future residences in Eastvale and Ontario. The design of the land use plan itself was changed to eliminate a north-south street that connected Bellegrave Avenue directly to Cantu-Galleano Ranch Road through the project site, thus reducing traffic and noise impacts to existing residents south of Bellegrave Avenue to only the vehicles associated with the 23 acres of Business Park uses.

In addition, the Specific Plan requires generous setbacks and landscaping along Bellegrave Avenue adjacent to the roadway. Landscaped setbacks from the right-of-way of 30 feet minimum to parking and to buildings are required (Table 2-3, Development Standards, page 2-10 of Goodman Commerce Center Specific Plan).

Future residences are planned to be located along a portion of Hamner Avenue opposite the project site in the city of Ontario.

In addition to the width of Hamner Avenue (six lanes, 146-foot right-of-way), the Specific Plan provides design framework and development standards for accommodating a mix of industrial,

commercial, and office uses near residential uses (along Hamner and Bellegrave Avenues) while creating a vibrant and attractive environment for users and customers. As stated in the Loading and Storage section in Chapter 2 of the Specific Plan, any loading bays and outdoor storage areas along Hamner Avenue, Cantu-Galleano Ranch Road, and Bellegrave Avenue will be screened from "pedestrian-level view by any combination of landscaping, berms, decorative walls, or fencing, as shown on Figure 2-5 through 2-9 and 2-13 through 2-14" (p. 2-18).

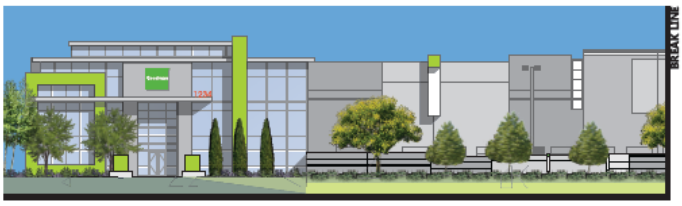
Table 2-3 (Development Standards) in the Specific Plan provides landscape setback requirement along Hamner Avenue to be a minimum of 15 feet to parking and 30 feet to building, and Figures 2-5 through 2-9 and 2-13 through 2-14 provide illustrations for the street and screening design along Hamner Avenue and Cantu-Galleano Ranch Road. More detail on the screening design requirements along Hamner Avenue can be found in the Perimeter Walls, Fences, and Screening section in Chapter 3 of the Specific Plan. This section provides design guidelines to ensure that the industrial land use along Hamner Avenue will not affect the aesthetic of Hamner Avenue.

With respect to the industrial building proposed on Hamner Avenue (Building C of the Development Plan before the Commission), staff worked hard with the applicant to develop a design that would reduce the visual impacts of such a large building along a major street within the city.

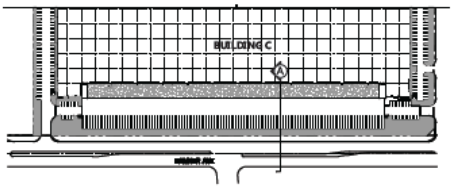
To address staff's concerns, the Development Plan for Building C goes well beyond Specific Plan standards.

Figure 3 illustrates the proposed Building C which includes 25 feet of landscaped parkway within Hamner Avenue right-of-way, 15 feet of landscaped area on-site adjacent to the right-of-way, an 8-foot high solid wall, and an additional 11 feet of landscaping behind the wall adjacent to the parking lot. The building is located 196 feet behind the wall. The grading of the site also contributes to the screening effect because the parkway and landscape setback slope up to the wall. The parking lot grade is about 14 feet below the top of the wall, effectively screening the trucks. The Specific Plan screening requirements, site grading, and design of Building C as proposed ensure that the industrial building along Hamner Avenue will not impinge on the attractive streetscape. Potential noise impacts associated with truck maneuvering will also be reduced with this design.

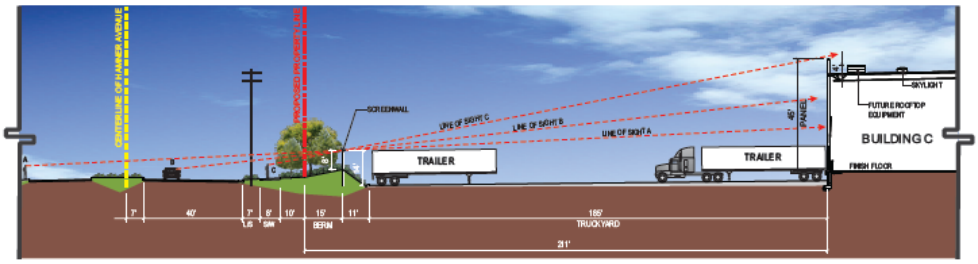
Figure 3: Building C/Hamner Avenue Screening Design



BUILDING C - ENLARGED VIEW of WEST ELEVATION with SCREEN WALL(Hamner Avenue)



BUILIDNG C - PARTIAL SITE PLAN (KEYMAP)



BUILIDNG C - HAMNER AVENUE SECTION A

HPA architecture

Goodman Commerce Center Eastvale

City of Eastvale, CA

Goodman Birtcher

Truck Traffic

The development criteria in the Mobility Plan of the Specific Plan prohibit truck traffic to travel on Bellegrave Avenue from the industrial land use area. To ensure that trucks from industrial area do not travel on Bellegrave, the Mobility Plan prohibits direct vehicular access on internal streets between the Business Park and Industrial land use areas.

Fiscal Impact Analysis

To determine the fiscal impact of some project alternatives presented by the applicant early in the development review process, the City had a fiscal impact analysis prepared. The results of this study were presented in the February 19, 2014, staff report. In response to the City's findings, the applicant also had a fiscal impact analysis prepared. The overall assumptions and findings of the two reports are presented below. The studies are included as Attachments G and H.

City Fiscal Impact Report

The cost categories identified in the City study were:

- General government services/public safety
- Fire protection
- Road maintenance

Revenue categories identified in the City study were:

- Sales tax (both direct and indirect)
- Transient Occupancy Tax

- Franchise fee, service fees, and fines/penalties
- Undeveloped property taxes
- Fire Structural Fund

Because several parcels in the Eastvale Commerce Center are contained within the Jurupa Valley Redevelopment Project Area (JVPA), the city does not receive tax increment revenues resulting from physical improvements to the land. The parcels contained in the JVPA are those that have commercial and industrial/warehouse land uses.[5]

To estimate costs for this project, employment in the project was converted into equivalent residents (the methodology is discussed in the report) and the City's known costs (from the budget) were apportioned based on per capita spending in the city as a whole.

The City study does not reflect a spillover or "multiplier" effect of the new businesses and employees. Due to the speculative nature of such an approach, the study focused instead on *direct* impacts to the City's coffers. In addition, staff felt that spillover effects would be rather limited. The types of equipment that will ultimately be installed in the distribution buildings, for instance, are not available for sale in Eastvale and will be bought elsewhere. Spending by these new businesses *in Eastvale* would be limited to office supplies, lunches for employees, and other miscellaneous items.

The per-acre net fiscal impact multipliers calculated in the City study were applied to the project as now recommended for approval. **Table 2** shows the net fiscal impact of various types of uses in the proposed project. Within the commercial area, hotel uses are allowed under the Specific Plan; therefore, 2.5 acres were identified for the purposes of this calculation. With either all retail or a combination of retail development and a hotel, the overall project would have a positive fiscal impact. Using the City's assumptions, until the retail component of the project is operating, the proposed project has a negative fiscal impact.

[5] Over time, the dissolution of Redevelopment Areas will increase the amount of general purpose property tax revenues that schools, community colleges, cities, counties, and special districts receive by more than $5 billion annually. In the near term, however, there is uncertainty regarding the amount of property tax revenues that will be available, which local governments will receive the revenues, and the extent to which these increased funds will offset state General Fund education expenses. (Legislative Analyst's Office-The California Legislature's Nonpartisan Fiscal and Policy Advisor, "The 2012–13 Budget: Unwinding Redevelopment," http://www.lao.ca.gov/analysis/2012/general_govt/unwinding-redevelopment-021712.aspx)

Table 2 - City Report Net Fiscal Impact

Land Use	Net Annual Fiscal Impact (Per Acre)	Acres	Projected Project Fiscal Impact with Hotel	Projected Project Fiscal Impact without Hotel
Retail	$8,400	45	$357,000	$378,000
Hotel	$50,280	2.5 of the 45	$125,700	0
Warehouse	($243)	125	($30,375)	($30,375)
Light Industrial[6]	($113)	17.2	($1,944)	($1,944)
Office[7]	($633)	5.7	($3,608)	($3,608)
Road ROW	NA	12	NA	NA
TOTAL		204.9	$446,773	$342,073

Applicant Fiscal Impact Report

The cost categories identified in the applicant study were:

- General government services/public safety
- Fire protection
- Road maintenance

Revenue categories identified in the applicant study were:

- Sales tax (both direct and indirect)
- Transient Occupancy Tax
- Property Transfer Tax
- Franchise fee, service fees, and fines/penalties
- Property Tax
- Fire Structural Fund
- Use of money and property

The primary difference in the two reports' results stems from the differing assumptions about recurring revenue sources such as property tax and property transfer tax. Table 3 reflects the net fiscal impact of the proposed project based on the applicant's per-acre net fiscal impact multipliers.

[6] Assumed as 75 percent of Business Park planning area.
[7] Assumed as 25 percent of Business Park planning area.

Table 3 - Applicant Report Net Fiscal Impact

Land Use	Net Annual Fiscal Impact (Per Acre)	Acres	Projected Project Fiscal Impact with Hotel	Projected Project Fiscal Impact without Hotel
Retail	$15,561	45	$661,343	$700,245
Hotel	$155,227	2.5 of the 45	$388,068	$0
Industrial[8]	$954	125	$119,250	$119,250
Business Park[9]	$2,111	23	$48,553	$48,553
Road ROW	NA	12	NA	NA
TOTAL		205	$1,217,213	$868,048

Follow-up on affordable housing units assumed in Housing Element

Commissioner Valentine raised a concern about how/where the 386 highest density housing units—which will be eliminated if this project is approved—will be located elsewhere in the city to meet the requirements of the General Plan Housing Element.

The Housing Element Needs Assessment includes a land inventory table and maps which identify potential residential sites which have not yet been built within the city. Of the 99 parcels listed, six currently have General Plan designations of MHDR or HDR. These sites total well over 88 acres which, if re-designated to HHDR, re-zoned appropriately, and built at 22 units to the acre, could accommodate over 1,936 affordable housing units. Therefore, staff is confident that at least 386 units at this density could be achieved on one or more of these sites. The complete table and maps of the Housing Element Needs Assessment are included as Attachment I.

The Conditions of Approval require the project applicant to pay $89,600 toward the City's process of rezoning or otherwise designating land where 386 highest density units could be built elsewhere in the city limits.+

REQUIRED PROJECT FINDINGS

Statement of Overriding Considerations

Prior to approving a project for which an EIR determined that one or more significant impacts would remain after mitigation, the City must find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. The findings must be a written statement of the City's specific reasons supporting its action based on the Final EIR and other information in the record. The requirements for a Statement of Overriding Considerations are established in Section 15093 of the State CEQA

[8] Assumed as 75 percent of Business Park planning area.
[9] Assumed as 25 percent of Business Park planning area.

Guidelines (14 CCR 15000 et seq.) and in the CEQA statute in Section 21081 of the Public Resources Code. The EIR includes feasible mitigation measures that will be applied to the proposed project, and the City has selected the environmentally superior Alternative 3 as the preferred project. City staff believes that the following benefits override Alternative 3's significant environmental impacts:

1. **Diversity of Development and Job Creation.** The project will generate between 2,691 and 4,635 jobs, as shown in Table 8-K of the Draft EIR. These entry-level, mid-level, and management positions in job sectors potentially including retail, hospitality, light manufacturing, light assembly, distribution, financial, medical, and service professions would provide positions for workers with a range of education levels and skill sets. Because of the larger commercial land area, Alternative 3 has the potential for a greater diversity of jobs than are anticipated to result from the proposed project. Job creation is a policy adopted by the City in the General Plan as a means to increase local employment levels and reduce vehicle miles traveled for commuting as Eastvale residents could live and work within their community. Reducing vehicle miles traveled means that local residents can shop and work locally. This is consistent with General Plan Policy LU-23.

2. **Location near Existing Transportation Facilities.** Consistent with General Plan Policy LU-29, the project site is located at the intersection of Interstate 15 and Cantu-Galleano Ranch Road and has convenient access to regional transportation routes, including State Routes 60 and 91. Interstate 15 is the major north–south connection between the high desert and San Diego County, while State Routes 60 and 91 connect Los Angeles and Orange counties to the Inland Empire and points east. As designed, truck trips would not travel long distances on city streets and would not need to travel through the community to reach the site. Similarly, Hamner Avenue is designed as a truck route and provides access to State Route 60 to the north, also helping trucks avoid traveling through the city. The design of Hamner Avenue and the on-site circulation accommodate future transit services and pedestrian or bicycle access to the uses.

3. **Retail Sales Tax.** The City needs revenue from sales tax to provide goods and services to its residents. As compared to the proposed project, Alternative 3's additional retail sales potential will increase the revenue to the City and will assist the City in providing services. The Sales Tax Scenario Analysis prepared for the project assumed a floor area ratio of 25 percent, taxable sales of 80 percent, and 1 percent to the City with annual sales of $311 per square foot of building. Using these assumptions, the commercial area of Alternative 3 generates approximately $1.2 million compared to the $0.85 million estimated from the proposed project. This is a significant difference in potential revenue from the site, made all the more important by the fact that the City currently receives little to no property tax from these properties. The City needs revenue-producing properties in order to keep pace with the increasing cost of providing municipal services.

4. **Potential Hotel Site.** Both the proposed project and Alternative 3 allow for the development of a 130-room hotel. The Transient Occupancy Tax and other revenue from visitors to the City staying at a hotel will help provide additional general fund revenue.

5. **Potential Hospital.** There is currently no hospital located in Eastvale; residents must go to other cities for most medical needs.[10] Alternative 3 provides an area of suitable size for a hospital and supporting medical office buildings. Alternative 3 provides the opportunity for (but does not require) the development of a local-serving hospital which would reduce the need to travel outside of the city for essential medical services, and would reduce the impact on air quality and greenhouse gas emissions. The addition of a hospital and medical office buildings would also increase the number of technical or high paying jobs in the city.

6. **Unified Project Design.** Project design will be integrated by a coordinated package of common area landscaping, lighting, and entry signage. Enhanced pedestrian and cyclist connectivity will be provided within and between the business park and commercial retail areas. The Goodman Commerce Center at Eastvale Specific Plan will ensure the attractiveness, cohesiveness, and energy efficiency of Alternative 3 through standards addressing the development's architecture, landscaping, signage, and entries. Walls, fences, and screening that are adjacent to and directly visible from the public perimeter right-of-way will either be screened with landscaping or constructed of attractive materials.

7. **Efficient Goods Movement.** The project will locate uses necessary to promote efficient goods movement in areas that are consistent with Southern California Association of Government's Goods Movement Corridor, and will promote consistency with Senate Bill 375. It will also respond to market demand for additional logistics centers that are designed to handle both current distribution needs and to respond to the region's identified need for 228 million square feet of warehouse space by 2035.

8. **Additional Roadway Improvements**. The project will result in the construction of full improvements to Hamner Avenue from Bellegrave Avenue to Cantu-Galleano Ranch Road along the project frontage in the City of Eastvale, resulting in three northbound travel lanes. In addition, the proposed project will result in two southbound lanes and a median located in the City of Ontario. The scope of these arterial roadway improvements is greater than required by the needs of the project as analyzed in the EIR, and represents a sizeable upfront investment in circulation improvements from a single project. Without a project of this size and scale, the City might have to wait for multiple projects to construct such a long stretch of Hamner Avenue.

[10] A new medical office building associated with a local area hospital is currently under construction; however, this will not be a full-service hospital.

General Plan Amendment

The following finding pertaining to General Plan Amendment No. 11-0271 is required by the Eastvale Zoning Code:

Finding 1: The proposed General Plan Amendment will cause no internal inconsistencies in the General Plan.

Evidence: The land use designation changes as proposed in the General Plan Amendment are compatible with nearby uses, are consistent with the goals and policies of the Economic Development Chapter of the General Plan, and will not cause any internal inconsistencies in the General Plan.

1. The current General Plan land use designation for the project site is High Density Residential (HDR). The HDR land use designation allows for a variety of detached and attached housing types with a residential density range of 8.1 to 14 dwelling units per acre. The proposed General Plan land use designations are Light Industrial (LI), Business Park (BP), and Commercial Retail (CR). Light Industrial allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Business Park allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, "clean" industry, and supporting retail uses. Commercial Retail allows for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and visitor-oriented commercial uses. The project site is surrounded by existing light industrial uses to the north, Interstate 15 freeway to the east with light industrial uses across the freeway, high-density residential uses to the south, and the City of Ontario to the west. The lands in Ontario west of the project site have General Plan land use designations of Low Density Residential near Bellegrave Avenue, Medium Density Residential and Mixed Use near Cantu-Galleano Ranch Road. The proposed use of the site as a mix of light industrial, business park, and commercial uses would not conflict with the current and planned uses for the surrounding area. Therefore, the project is consistent with the General Plan.

2. The proposed General Plan Amendment is consistent with the goals and policies of the Economic Development Chapter of the General Plan. Policy ED-3 states that the "City will actively encourage and support the location of employment and revenue-generating businesses that support the City's overall vision for its future" and Policy ED-4 encourages the City to use incentives to encourage commercial enterprise in the city. The proposed 45 acres of commercial development will generate substantial retail sales tax revenue for the City because it will serve both nearby businesses and future development to the west in Ontario.

The following findings pertaining to General Plan Amendment No. 11-0271 are required by the California Government Code Section 65863:

Finding 2: The reduction in affordable housing units is consistent with the adopted General Plan, including the Housing Element.

Evidence: The Housing Element Needs Assessment includes a land inventory table and maps which identify potential residential sites which have not yet been built within the city. Of the 99 parcels listed, six currently have General Plan designations of Medium High Density or High Density residential. These sites total well over 88 acres which, if re-designated to Very High Density, re-zoned appropriately, and built at 22 units to the acre, could accommodate over 1,936 affordable housing units. Therefore, the remaining sites identified in the Housing Element are adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584.

Finding 3: The remaining sites identified in the Housing Element are adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584.

Evidence: The project has been conditioned to provide up to $89,600 to ensure that the Housing Element continues to be in compliance with California Government Code. The funds provided will ensure that the City has the resources to identify other vacant parcels within the city limits which could be rezoned to replace 386 Very High Density Residential units that are eliminated from the proposed General Plan Amendment. With this condition, the proposed General Plan Amendment will cause no internal inconsistencies in the General Plan.

Specific Plan

Pursuant to the City of Eastvale Zoning Code, the following findings pertaining to the adoption of the Goodman Commerce Center Specific Plan are required:

Finding 1: The proposed Specific Plan is consistent with the goals, policies, and objectives of the General Plan.

Evidence: The proposed land uses identified in the Specific Plan are compatible with surrounding land uses, and the Specific Plan promotes the goals and policies of the Economic Development Chapter of the General Plan. Policy ED-3 states that the “City will actively encourage and support the location of employment and revenue generating businesses that support the City’s overall vision for its future” and Policy ED-4 encourages the City to use incentives to encourage commercial enterprise in the city. The 45 acres of commercial development identified in the Specific Plan will generate substantial retail sales tax revenue for the city because it will serve both nearby businesses and future development in the City of Ontario. Additionally, the project has been conditioned to provide funding to ensure that the City has the resources to identify other vacant parcels within the city limits which could be rezoned to replace 386 Very High Density Residential units that are eliminated from the proposed Specific Plan.

Finding 2: The proposed Specific Plan meets the requirements set forth in the Zoning Code.

Evidence: Section 2.5 of the Zoning Code identifies mandatory contents of the Specific Plan such as description of the site, available public services and facilities, capacity of existing and planned circulation system, proposed land uses, development standards for each land use categories, a time schedule for development, procedure for review of proposed development, etc. The Goodman Commerce Center Specific Plan meets the requirements of the Zoning Code for specific plan content. The Specific Plan provides description and exhibits of the site and the goals and objectives of the plan. The Specific Plan also includes description and exhibits

specifying the distribution, location, and extent of the uses of land and intensity of major public and private transportation, drainage, water and sewer, and other essential facilities to support the land uses described in the plan. Chapter 5 of the proposed Specific Plan contains a comprehensive maintenance plan and implementation programs that specify the measures necessary to carry out the proposed uses of land covered by the plan. As required, Chapter 2 of the proposed Specific Plan contains development standards including land use, transportation facilities, landscaping, and grading. Chapter 3 includes design guidelines that have been tailored to be sensitive to the physical characteristics of the site and its surroundings for the different areas covered by the plan.

Finding 3: The language and contents of the Specific Plan shall be acceptable and must meet all applicable City standards.

Evidence: The proposed Goodman Commerce Center Specific Plan has been reviewed to ensure that the plan contains the mandatory contents required under Section 2.5 of the Zoning Code. The development standards in the proposed Specific Plan meet or exceed all applicable City standards.

Tentative Parcel Map

Pursuant to the Eastvale Land Development Code regulating subdivisions, and in light of the record before it, including the staff report dated February 19, 2014, and all evidence and testimony heard at the public hearing of this item, the Planning Commission recommends the City Council finds as follows:

Finding 1: The proposed Tentative Parcel Map is consistent with the City's General Plan and any applicable specific plan as specified in Government Code Section 65451.

Evidence: Tentative Parcel 36487 is consistent with the Goodman Commerce Center Specific Plan and the General Plan land use designation for the proposed General Plan land use designations of Light Industrial (LI), Business Park (BP), and Commercial Retail (CR). The Tentative Parcel Map will create seven parcels that will allow for development as envisioned in the Specific Plan.

Finding 2: The design or improvement of the proposed subdivision is consistent with the City's General Plan and any applicable specific plan.

Evidence: The proposed subdivision has been designed to meet all City standards applicable to industrial and commercial subdivisions, which are designed to provide satisfactory pedestrian and vehicular circulation, including emergency vehicle access and on- and off-site public improvements. Further, all streets, utilities, and drainage facilities have been designed and are required to be constructed in conformance with City standards and the Goodman Commerce Center Specific Plan.

Finding 3: The site is physically suitable for the type and proposed density of development.

Evidence: The proposed Tentative Parcel Map has been designed to comply with the Goodman Commerce Center Specific Plan which contains development standards and design guidelines to ensure that the project site is physically suitable for the appropriate type and density of development.

Finding 4: The design of the subdivision or proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: The City prepared an Environmental Impact Report (EIR) for the proposed Specific Plan. The EIR analyzed potential environmental issues required by the California Environmental Quality Act (CEQA). Through the EIR process, it was determined that the proposed project would not have any impact to fish or wildlife or their habitat. Further, the Draft EIR was made available for the required 45-day public review period and was circulated to the State of California Office of Planning and Research. The review period started on November 8, 2013, and concluded on December 23, 2013, and no comments were received from any state agency related to fish or wildlife. The design of the subdivision and proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Finding 5: The design of the subdivision or type of improvements is not likely to cause serious public health problems.

Evidence: The design of the subdivision is in conformance with the City's General Plan, Zoning Code, and Subdivision Ordinance. The construction of all improvements on the site are conditioned to comply with all applicable City of Eastvale ordinances, codes, and standards, including, but not limited to, the California Uniform Building Code and the City's ordinances relating to stormwater runoff management and controls.

Finding 6: The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

Evidence: The design of the subdivision will not conflict with any existing public easements for access through or use of the property because the parcel map provides public roadway rights-of-way and appropriate reciprocal parking and access easement for the overall development to ensure appropriate access is provided and maintained.

Major Development Review

Finding 1: The proposed project is consistent with the City's General Plan as specified in Government Code Section 65451.

Evidence: The land use designation changes as proposed in the General Plan Amendment are compatible with nearby uses, are consistent with the goals and policies of the Economic Development Chapter of the General Plan, and will not cause any internal inconsistencies in the General Plan.

1. The current General Plan land use designation for the project site is High Density Residential (HDR). The HDR land use designation allows for a variety of detached and attached housing types with a residential density range of 8.1 to 14 dwelling units per acre. The proposed General Plan land use designations are Light Industrial (LI), Business Park (BP), and Commercial Retail (CR). Light Industrial allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Business

Park allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, "clean" industry, and supporting retail uses. Commercial Retail allows for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and visitor-oriented commercial uses. The project site is surrounded by existing light industrial uses to the north, Interstate 15 freeway to the east with light industrial uses across the freeway, high density residential uses to the south, and the City of Ontario to the west. The lands in Ontario west of the project site have General Plan land use designations of Low Density Residential near Bellegrave Avenue, Medium Density Residential and Mixed Use near Cantu-Galleano Ranch Road. The proposed use of the site as a mix of light industrial, business park, and commercial uses would not conflict with the current and planned uses for the surrounding area. Therefore, the project is consistent with the General Plan.

2. The proposed General Plan Amendment is consistent with the goals and policies of the Economic Development Chapter of the General Plan. Policy ED-3 states that the "City will actively encourage and support the location of employment and revenue generating businesses that support the City's overall vision for its future" and Policy ED-4 encourages the City to use incentives to encourage commercial enterprise in the city. The proposed 45 acres of commercial development will generate substantial retail sales tax revenue for the city because it will serve both nearby businesses and future development to the west in Ontario.

3. The project has been conditioned to provide up to $89,600 to ensure that the Housing Element continues to be in compliance with California Government Code. The funds provided will ensure that the City has the resources to identify other vacant parcels within the city limits which could be rezoned to replace 386 Very High Density Residential units that are eliminated from the proposed General Plan Amendment. With this condition, the proposed General Plan Amendment will cause no internal inconsistencies in the General Plan.

Finding 2: The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The proposed project has been designed to conform to the logical pattern of development as envisioned by the Eastvale General Plan and the Goodman Commerce Center Specific Plan, and has been designed to satisfy the design policies of General Plan and development standards of the Specific Plan.

Finding 3: The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of other industrial/warehouse buildings on adjoining and nearby properties.

Evidence: The architecture of the proposed industrial buildings has been designed to satisfy the design goals and policies of the General Plan and the design guidelines in the Goodman Commerce Center Specific Plan. The elevations of the buildings that are visible to the public have been designed to create variation and interest to minimize their large scale and to satisfy the design goals.

Finding 4: The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The proposed project is conditioned to provide roadway dedications and improvements to ensure adequate circulation to and from the site. All streets have also been designed to handle the type and quantity of vehicular traffic associated with the project proposal. A pedestrian and bicycle trail is included north/south through the project site in areas off-street that will not create conflicts with motorized vehicles.

Recommendation

Staff recommends that the Planning Commission approve a motion recommending that the City Council approve the project and adopt the following:

1. Certify the Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act that designates Alternative 3 as the environmentally superior alternative.

2. Approve a General Plan Amendment from High Density Residential to Light Industrial, Commercial Retail, and Business Park.

3. Rescind The Resort Specific Plan and adopt the Goodman Commerce Center Specific Plan, dated January 2014 and attached, which is consistent with the environmentally superior alternative in the EIR.

4. Approve Tentative Parcel Map No. 36487 for the subdivision of approximately 200 acres into five industrial parcels, one business park parcel, and one commercial parcel, subject to conditions of approval.

5. Approve Major Development Plan Review for the development of four new industrial/warehouse buildings totaling 2,853,654 square feet, subject to conditions of approval.

Planning Commission Options

The following alternatives are available to the Planning Commission for recommendation to the City Council:

1. Approve staff recommendations with additional changes and/or conditions.

2. Recommend approval of the revised plan presented by the applicant.

3. Continue the public hearing and direct the applicant to make revisions.

4. Recommend that the City Council deny the project.

As noted above, staff's recommendation is that the Planning Commission recommends approval of the project by the City Council consistent with Alternative 3 analyzed in the EIR. Staff did not have time to review the applicant's revised plan but it would appear to address the direction given by Planning Commission at the prior hearing. (Note: Because this project involves a General Plan Amendment and a change of zone, all of the approvals, including the Development Plan Review, will be forwarded to the Council for review and approval.)

ATTACHMENTS

A. Conditions of Approval
B. Responses to Comment Letters Received on 2/19/14
C. Typical Water Quality Basin Spillway Design
D. Table 2-2, Permitted Uses
E. City of Chino Staff Reports for Sares-Regis project
F. White Paper on the Panama Canal
G. Fiscal Impact Report prepared by PMC
H. Fiscal Impact Report prepared by the applicant
I. Housing Needs Assessment Information

Prepared by: Cathy Perring, Assistant Planning Director and Mark Teague, CEQA
Reviewed by: Eric Norris, Planning Director
John Cavanaugh, City Attorney

ATTACHMENT A

CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL				
Planning Application Number and Description: Project No. 11-0271 – **TPM No. 36487 for the subdivision of approximately 193 acres into seven parcels and four lettered lots.**				
Assessor's Parcel Number: 160-020-005 and 006; 160-020-23 and 25; 160-020-029-032				
City Council Approval Date: _____, 2014				
	Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
General Conditions/Requirements				
1.	The applicant shall review and sign below verifying the "Acceptance of the Conditions of Approval" and return the signed page to the Eastvale Planning Department. Project approval is not final until a signed copy of these conditions is filed with the City. Applicant Signature Date		Planning Department	
2.	The applicant shall indemnify, protect, defend, and hold harmless the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including but not limited to arbitrations, mediations, and other such procedures) (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act,	Ongoing	Planning Department	

	Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.			
3.	The project shall be developed in accordance with the Specific Plan, Tentative Parcel Map, and Major Development Review applications approved by the City Council on _____, including the approved site plan, architectural elevations, conceptual landscape plan, etc., unless otherwise conditioned herein. The applicant may request modifications or revisions to the approved project as outlined in the Specific Plan and Eastvale Zoning Code.	Ongoing	Planning Department	
4.	Any approval shall not be final until and unless the applicant's deposit account is 1) paid in full to cover all expenditures up to and including the final public hearing and 2) an additional deposit of $10,000 is made as an initial payment to cover staff time for follow-up, monitoring, and other post-approval work by staff. The City reserves the right to request additional deposits to cover post-approval staff work, and to halt work if the deposit account is exhausted. Make check payable to the **City of Eastvale** and include **Project No. 11-0271** on the check.	Ongoing	Planning Department	
Prior to Map Recordation				
5.	The applicant shall submit a final map and an updated site plan showing a 10-foot-wide bike and pedestrian sidewalk be located on the west side of Street A (current TPM shows it on the east side of the street).	Prior to Map Recordation	Public Works and Planning Department	
6.	Prior to final map recordation, various blanket and specific transportation and/or water easements that are no longer in use are to be quitclaimed/abandoned on the final map.	Prior to Map Recordation	Public Works Department	

7.	The developer shall annex the development into all applicable Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage, and maintenance to the satisfaction of the City Engineer or otherwise form a district where one is not currently in place.	Prior to Map Recordation	Public Works Department	
8.	Show on the final map dedication of the rights-of-way for, and design Hamner Avenue, Cantu-Galleano Ranch Road, Bellegrave Avenue, Streets A and B, as listed below, in accordance with the City of Eastvale Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, to the satisfaction of the City Engineer, and in coordination with adjacent agencies as applicable. A. Dedicate Cantu-Galleano Ranch Road 85' south of the centerline from Hamner Avenue to Interstate 15, except when additional width is required at street intersection(s) and/or freeway on-ramp which shall be as depicted in the traffic study, Specific Plan (SP) and Tentative Parcel Map (TPM). B. Dedicate Hamner Avenue 72' east of the centerline from Cantu-Galleano Ranch Road to Bellegrave Avenue, except when additional width is required at street and/or driveway intersection(s) which shall be as depicted in the traffic study, SP and TPM. C. Dedicate Bellegrave Avenue to provide a full right-of-way width of 116' from Hamner Avenue to Interstate 15, except when additional width is required at street and/or driveway intersection(s) which shall be as depicted in the traffic study, SP and TPM. D. Dedicate Street A 73' wide except when additional width is required at approximately the northerly 600' which is depicted in the traffic study, SP and TPM.	Prior to Map Recordation	Public Works Department	

	E. Dedicate Street B 70' wide, except when additional width is required at street and/or driveway intersection(s) which shall be as depicted in the traffic study, SP and TPM. F. Dedicate necessary right-of-way for the installation of traffic signals as required by the traffic study, SP and TPM.			
9.	The developer shall guarantee by posting security(ies) for the construction of Hamner Avenue, Cantu-Galleano Ranch Road, Bellegrave Avenue, Streets A and B, and other public improvements, as required to the satisfaction of the City Engineer.	Prior to Map Recordation	Public Works Department	
10.	The developer shall guarantee by posting security(ies) for the construction of public facilities under the City of Eastvale and/or other service agencies' jurisdictions, including but not limited to storm drain facilities up to 36" in diameter, sewer, water, and flood control facilities to the satisfaction of each respective agency and the City Engineer.	Prior to Map Recordation	Public Works Department	
11.	The developer shall enter into a Subdivision Improvement Agreement with the City to include all public improvements the developer is conditioned to construct as part of this approval.	Prior to Map Recordation	Public Works Department	
12.	The developer shall enter into a Roadway Improvement Maintenance Agreement with the City to include all of Streets A and B.	Prior to Map Recordation	Public Works Department	
13.	The developer shall record appropriate easement(s) and agreement(s) for the construction and maintenance of water quality basin(s) to meet the Storm Water Permit/Water Quality Management Plan requirements.	Prior to Map Recordation	Public Works Department	
14.	The developer shall submit to the City for review and approval a Covenants, Conditions and Restrictions, and a Property Owners Association document to maintain and operate common areas, and/or facilities including but not limited to water quality basins.	Prior to Map Recordation	Public Works Department	

15.	The developer shall provide to the City's and the Jurupa Area Recreational and Park District's (JARPD) satisfaction documentation for providing adequate funding for the cost of the construction and acquisition of public park improvements as required by the City and the JARPD and for the ongoing maintenance in perpetuity of parks, parkways, and open space areas, including street trees, trails, entry monumentation, landscaping, and appurtenances. This condition may be satisfied through the formation of or annexation to a community facilities district or other forms of financing acceptable to the City and the JARPD.	Prior to Map Recordation	Public Works Department	
16.	Prior to final map recordation, the developer shall provide $89,600 to fund the City's process for identifying other residental site(s) to address the loss of General Plan Housing Element residential unit capacity.	Prior to Map Recordation	Planning Department	
17.	Show on the final map dedication of the rights-of-way for and design of Street A to include a 10-foot-wide bike and pedestrian sidewalk located on the west side (instead of the east side, as shown on the TPM). Dedicate full rights-of-way for Street A, including the bike and pedestrian sidewalk, along the entire west side of the street. The developer will make every reasonable effort to work with the property owner for the parcel that is not a part (NAP) of the development proposal to dedicate the full rights-of-way adjacent to the NAP.	Prior to Map Recordation	Planning and Public Works Departments	

General Information

The following items are noted for the applicant's information. These items are generally required for all projects by City ordinances, other local agencies, and state or federal agencies. PLEASE NOTE: This list is not comprehensive. The project is subject to all applicable standards, fees, policies, rules and regulations for Eastvale and other agencies, including but not limited to: Jurupa Community Services District, Jurupa Area Recreation and Parks District, Riverside County Flood Control District, and state and federal agencies.

"Developer" and "applicant" are used interchangeably, below.

- In compliance with Section 15075 of the CEQA Guidelines, a Notice of Determination (NOD) msut be filed with the Riverside County Clerk within five (5) County working days of certification of the EIR in order for the NOD to commence the 30-day statute of limitations on the EIR. The City must include the required California Department of Fish and Wildlife (Code Section 711.4.d.3) fee and the Riverside County Clerk administrative fee. The applicant shall submit to the Planning Department a check or money order made payable to "Riverside County Clerk" in the amount of $3,079.75 within two City working days after EIR certification. Failure to pay the required fees will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c)). The fee is broken down as follows:

    a. California Department of Fish and Wildlife fee of $3,029.75.
    b. Riverside County Clerk administrative fee of $50.00.

- This TPM is subject to mitigation measures included in the Goodman Commerce Center at Eastvale (SCH No. 2011111012).

- Development Plan approval is not in effect until Specific Plan/Zoning approval takes effect.

- The applicant shall design and construct all improvements in accordance the City of Eastvale Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.

- Prior to the issuance of certificate of occupancy, the development shall be annexed into all applicable Community Service Areas and Landscaping Maintenance District for lighting, drainage, and maintenance to the satisfaction of the City Engineer or otherwise form a district where one is not currently in place.

- The applicant shall comply with all provisions and procedures of the Eastvale Building Department related to the plan check

General Information

review process. (Please contact the Building Department at 951-703-4450.)

- Transportation Uniform Mitigation Fees (TUMF) and any development impact fees that are in effect at that time shall be paid prior to the issuance of certificate of occupancy, or as otherwise allowed per ordinance.
- The applicant should coordinate the traffic signal installation at the intersection of Hamner Avenue and Eucalyptus Avenue with the City of Ontario. All underground conduits needed for such installation shall be installed along with Hamner Avenue improvements.
- No obstruction shall be placed on any existing easement. An approval document from easement holders shall be required for any easement encroachment.
- Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.
- Project runoff shall be directed to a safe point of discharge. Any additional easement that may be necessary to accomplish such shall be obtained prior to issuance of grading permit. The applicant shall submit a Final Water Quality Management Plan (WQMP) in conformance with the requirements of the Santa Ana Regional Water Quality Control Board. All stormwater quality treatment devices shall be located outside of the ultimate public right-of-way. The applicant shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring that post-construction flow rate, volumes, velocity, and duration do not exceed pre-construction levels, in accordance with City of Eastvale's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These best management practices shall be consistent with the Final WQMP and installed to the satisfaction of the City Engineer.
- All connection to flood control facilities shall be reviewed by the Riverside County Flood Control District, and shall be submitted through the City of Eastvale, unless otherwise directed by the City Engineer.
- Prior to the issuance of certificate of occupancy the applicant shall pay the appropriate storm drain impact mitigation fee for the Riverside County Flood Control and Water Conservation District.
- The applicant shall prepare and submit to the City for review and approval all required development plans including but not limited to Grading (Rough and/or Precise), Street Improvement, Street Light, Storm Drain, and Traffic Signal. All applicable

General Information
processing and review fees and/or deposits shall be submitted with the first plan submittal. • No grading shall be performed without prior issuance of a grading permit by the City. • All grading shall conform to the California Building Code and to all other relevant laws, rules, and regulations governing grading in the City of Eastvale. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Public Works/Engineering Department. • All necessary measures to control dust shall be implemented by the applicant during grading to the satisfaction of the City Engineer. • Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer. • Grading in excess of 199 cubic yards will require performance security to be posted with the City. • Erosion control–landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded. Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer. • The applicant's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day, and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.

CONDITIONS OF APPROVAL				
Planning Application Number and Description: Project No. 11-0271 – Major Development Plan Review for the construction of the industrial component of the Goodman Commerce Center at Eastvale Specific Plan with four industrial buildings totaling 2,853,654 square feet.				
Assessor's Parcel Number: 160-020-005 and 006; 160-020-23 and 25; 160-020-029-032				
City Council Approval Date: _____, 2014				
	Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
General Conditions/Requirements				
1.	The applicant shall review and sign below verifying the "Acceptance of the Conditions of Approval" and return the signed page to the Eastvale Planning Department. Project approval is not final until a signed copy of these conditions is filed with the City. _____ Applicant Signature Date		Planning Department	
2.	The applicant shall indemnify, protect, defend, and hold harmless the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including but not limited to arbitrations, mediations, and other such procedures) (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental	Ongoing	Planning Department	

	Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.			
3.	The project shall be developed in accordance with the Specific Plan, Tentative Parcel Map and Major Development Review applications approved by the City Council on _____, including the approved site plan, architectural elevations, conceptual landscape plan, etc., unless otherwise conditioned herein. The applicant may request modifications or revisions to the approved project as outlined in the Specific Plan and Eastvale Zoning Code.	Ongoing	Planning Department	
4.	Any approval shall not be final until and unless the applicant's deposit account is 1) paid in full to cover all expenditures up to and including the final public hearing and 2) an additional deposit of $10,000 is made as an initial payment to cover staff time for followup, monitoring, and other post-approval work by staff. The City reserves the right to request additional deposits to cover post-approval staff work, and to halt work if the deposit account is exhausted. Make check payable to the **City of Eastvale** and include **Project No. 11-0271** on the check.	Ongoing	Planning Department	
	Prior to Issuance of Grading Permit			
5.	Prior to issuance of a grading permit, a pre-construction presence /absence survey of burrowing owls shall be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities in accordance with MSHCP Species Specific Conservation Objectives for burrowing owl, Objective 6 (page E-12). If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed for	Prior to issuance of grading permit and 30 days prior to commencement of grading and construction	Planning and Public Works Departments	

	owls. Take of active nests will be avoided. Passive relocation (use of one way doors and collapse of burrows) will occur when owls are present outside the nesting season. (MM Bio 1)			
6.	Site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. If site preparation activities are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits, to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code are present in the construction zone. If active nests are observed and located appropriate buffers (e.g., 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), within 100 feet of sensitive or protected songbird nests) shall be established and maintained during clearing and grubbing activities within the nesting season. No grading or heavy equipment activity shall take place within the established buffer until the nest is no longer active as determined by a qualified biologist. (MM Bio 2)	Prior to Issuance of Grading Permit	Planning and Public Works Departments	
7.	Prior to the issuance of rough grading permits, implementing project developer shall retain and enter into a monitoring and mitigation service contract with a qualified archaeologist certified by the City. This professional shall be known as the "Project Monitor." a) The Project Monitor shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and special interest monitors. b) The Project Monitor shall manage and oversee monitoring for all initial ground-disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock	Prior to Issuance of Grading Permit	Planning and Public Works Departments	

	crushing, structure demolition and etc. c) The Project Monitor shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, recommended treatment and potential recovery of cultural resources in coordination with tribal monitors from the Soboba Band of Luiseno Indians. (MM Cult 1)			
8.	The implementing project developer shall retain a qualified paleontologist for paleontology monitoring services. a) The developer shall submit a copy of a fully executed contract including the name, telephone number, and address of the retained, qualified paleontologist to the Planning Department and the Department of Building and Safety. b) Prior to site grading, a pre-grading meeting between the paleontologist and the excavation and grading contractor shall be held to outline the procedures to be followed when buried materials of potentially significant paleontological resources have been accidentally discovered during earth-moving operations and to discuss appropriate means to implement mitigation measure MM Paleo 2. When necessary, in the professional opinion of the retained paleontologist (and/or as determined by the Planning Director), the paleontologist or representative shall have the authority to monitor actively all project-related grading and construction and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of paleontological resources. (MM Paleo 1)	Prior to Issuance of Grading Permit	Planning and Public Works Departments	
9.	Prior to the issuance of grading permits, a qualified paleontologist shall be retained to develop a Paleontological Resources Monitoring and Treatment Plan (PRMTP) for approval by the City of Eastvale Planning Department. Following Planning Department approval of the PRMTP,	Prior to Issuance of Grading Permit	Planning and Public Works Departments	

	grading and construction activities may proceed in compliance with the provisions of the approved PRMTP. The PRMTP shall include the following measures: a) A monitoring program specifying the procedures for the monitoring of all grading activities which will reach below a depth of five feet below surface area by a qualified paleontologist or qualified designee. b) If fossil remains large enough to be seen are uncovered by earth-moving activities, the qualified paleontologist or qualified designee shall temporarily divert earth-moving activities around the fossil site until the remains have been evaluated for significance and, if appropriate, have been recovered; and the paleontologist or qualified designee will then allow earth-moving activities to proceed through the site. If potentially significant resources are encountered, a letter of notification shall be provided in a timely manner to the City Planning Department, in addition to the report (described below) that is filed at completion of grading. c) If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-moving activities, these activities in the immediate vicinity of the find shall be stopped and a qualified paleontologist or qualified designee shall be called to the site immediately to evaluate the significance of the fossil remains. d) At the discretion of a qualified paleontologist or qualified designee and to reduce any construction delay, a construction worker shall assist in removing fossiliferous rock samples to an adjacent location for temporary stockpiling pending eventual transport to a laboratory facility for processing. e) A qualified paleontologist or qualified designee shall collect all significant identifiable fossil remains. All fossil sites shall be plotted on a topographic map of the project site.			

	f) If the qualified paleontologist or qualified designee determines that insufficient fossil remains have been found after 50 percent of earth-moving activities have been completed, monitoring can be reduced or discontinued. g) Any significant fossil remains recovered in the field as a result of monitoring or by processing rock samples shall be prepared, identified, catalogued, curated, and accessioned into the fossil collections of the San Bernardino County Museum, or another museum repository complying with the Society of Vertebrate Paleontology standard guidelines. Accompanying specimen and site data, notes, maps, and photographs also shall be archived at the repository. (MM Paleo 2) h) Prior to issuance of certificate of occupancy, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and present an inventory and description of the scientific significance of any fossil remains accessioned into the museum repository. The report shall be submitted to the City Planning Department, the Riverside County Regional Park and Open Space District, and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources. (MM Paleo 2)			
10.	Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City prior to issuance of grading permits. (MM Air 2)	Prior to Issuance of Grading Permit	Planning and Public Works Departments	
11.	To reduce construction vehicle emissions, the contract specification packages shall require that any diesel-powered off-road equipment meets the following criteria: a) The contractor's fleet of off-road diesel-powered construction equipment greater than 25 horsepower shall meet Tier 3 off-road emissions standards or better. b) Any emissions control device used by the contractor shall	Prior to Issuance of Grading Permit	Planning Department	

	achieve Level 3 emissions reductions of no less than 85 percent for particulate matter, as specified by California Air Resources Board (ARB) regulations. c) The contractor shall also provide certification that their fleet is in compliance with ARB's In-Use Off-Road Diesel Vehicle Regulation in effect at that time or proof that the contractor has applied to the South Coast Air Quality Management District (SCAQMD) SOON Program (and/or other applicable grant programs) to acquire funding assistance to bring it into compliance. d) Prior to issuance of grading permits, proof of compliance shall be provided to the City in project construction specifications, which shall include, but is not limited to, a copy of each unit's certified tier specification, Best Available Control Technology documentation, and ARB and/or SCAQMD operating permit(s). (MM Air 4)			
12.	The applicant shall submit plans of the water quality basins adjacent to the Jurupa Community Services District (JCSD) and Chino Basin Desalter Authority (CDA) well and easements. The final plans shall accommodate vehicular access to the JCSD and CDA facilities in these easements and address facility protection during construction of the basin. Any temporary or permanent grading operations for the basin shall be limited to outside the existing JCSD and CDA easements unless reviewed and approved by JCSD.	Prior to Issuance of Grading Permit	Public Works Department	
13.	Flood control facilities improvement plans, grading plans, best management practices (BMP) improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations must receive County of Riverside Flood Control and Water Conservation District approval. Proof of approvals shall be provided to the City prior to issuance of any grading permit.	Prior to Issuance of Grading Permit	Planning and Public Works Departments	
14.	The applicant shall submit a site plan showing a 10-foot-wide bike and pedestrian sidewalk be located on the west side of Street A (TPM shows this trail on the east side of the street). The developer shall construct the	Prior to Issuance of Garding	Planning and Public Works	

	10-foot-wide sidewalk along the frontage of Building C.	Permit	Departments	
15.	To reduce construction vehicle (truck) idling while waiting to enter/exit the site, prior to issuance of grading permits, the contractor shall submit a traffic control plan that will describe in detail, safe detours to prevent traffic congestion to the best of the project's ability, and provide temporary traffic control measures during construction activities that will ensure smooth traffic flows. Construction equipment and truck idling times shall be prohibited in excess of five minutes on site. To reduce traffic congestion, and therefore nitrogen oxide emissions, the plan shall include, as necessary, appropriate, and practicable, the following: dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hours, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow. (MM Air 3)	Prior to Issuance Grading Permit	Public Works Department	
16.	Prior to issuance of a precise grading permit, sight distance at the project driveways shall be reviewed and approved with respect to the City's sight distance standards and shall be illustrated on the final grading, landscape, and street improvement plans. (MM Trans 1)	Prior to Issuance of Grading Permit	Planning, Building and Public Works Departments	
17.	Prior to issuance of a grading permit, the applicant/developer shall submit document of consultation with the Santa Ana Regional Water Quality Control Board. The developer shall consult with the Santa Ana Regional Water Quality Control Board to determine if an application for waste discharge requirements is required. If required, the waste discharge requirements from the Regional Water Quality Board must be issued prior to construction start. (MM Bio 3)	Prior to Issuance of Grading Permit	Planning, Public Works Departments	
	Prior to Issuance of Encroachment Permit for Street Improvements			
18.	To reduce noise impacts from project-related traffic along Hamner Avenue between Cantu-Galleano Ranch Road and Bellegrave Avenue, Street Improvement Plan specifications for Hamner Avenue shall be reviewed and approved which require the use of rubberized asphalt concrete for all applicant-constructed or financed improvements to	Prior to Issuance of Encroachment Permit for the construction on Hamner Avenue	Public Works Department	

	Hamner Avenue travel or turning lanes between Cantu-Galleano Ranch Road and Bellegrave Avenue. (MM Noise 7)			
	Prior to Issuance of Building Permit			
19.	For all warehouse uses of the proposed project, the loading docks shall be designed to accommodate SmartWay trucks. Proof of compliance shall be provided in building plans prior to the issuance of building permits and subject to on-site verification prior to occupancy. The Master Developer shall also provide the Building Safety & Inspection Department with SmartWay information/regulations prior to the first grading permit. The Building Department shall distribute the information to each end-user prior to occupancy (final inspection). (MM GHG 1)	Prior to Issuance of Building Permit	Planning and Building Departments	
20.	The project is required to reduce waste by 3 percent through a waste diversion program that requires recycling and composting from some or all uses on the project site. This will be required by the City prior to issuances of building permits. (MM GHG 3)	Prior to Issuance of Building Permit	Planning and Building Departments	
21.	Prior to issuance of a building permit for each structure or group of structures, a final acoustical impact analysis shall be prepared based on precise grading plans and architectural plans that will allow for detailed noise modeling. a) The final acoustical impact analysis shall be utilized to confirm the preliminary acoustical impact analysis' exterior findings to demonstrate that noise produced from on-site activities and equipment does not exceed the standards set forth in Eastvale General Plan Policy N-7 (for the receivers to the north, west, and south of the project site) or Ontario Municipal Code Section 29.04 (for the receivers east of the project site). The subject building(s) shall be revised if the final acoustical impact analysis demonstrates that off-site noise will exceed those standards. Potential revisions may include but are not limited to: shielding, alternative pavement surfaces, additional buffers, regulations on hours of operation, sound insulation for affected residences, changes in screening materials, complete enclosure of noise-	Prior to Issuance of Building Permit	Planning and Building Departments	

	generating equipment, increased setbacks, reorienting parking lots, or other measures as deemed appropriate by the City. (MM Noise 6) b) Prior to the issuance of the certificate of occupancy for the structure subject to the final acoustical impact analysis, the Planning Director shall certify that the measures set forth in the final acoustical impact analysis will be effective to mitigate project-related noise such that exterior and interior noise levels, as mitigated, will be consistent with Eastvale General Plan Policy N-7 and/or the Ontario Municipal Code Section 29.04. (MM Noise 6)			
22.	Implementing project developers shall provide JCSD with fire flow requirements from the Riverside County Fire Department in order to determine the adequacy of the water system. (MM Util 1)	Prior to Issuance of Building Permit	Planning and Building Departments	
23.	Prior to the issuance of a building permit, the applicant shall provide construction specifications for review and approval by the City's Building and Safety Department showing the reduction of volatile organic compounds (VOC) emissions associated with architectural coating. The project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings) and materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to the extent feasible. Construction specifications shall be included in the building specifications. (MM Air 6)	Prior to Issuance of Building Permit	Building Department	
24.	All project buildings must be constructed to allow for easy, cost-effective installation of solar energy systems in the future, using such "solar-ready" features as: a) Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof. b) Design of the roof framing to support the addition of solar panels. c) Installation of electrical conduits to accept solar electric system wiring. (MM GHG 4)	Prior to Issuance of Building Permit	Building Department	

25.	Prior to the issuance of a building permit, the applicant shall submit a photometric lighting plan for review and approval to ensure that proper outdoor light, pursuant to City of Eastvale Municipal Code Section 120.05.050, Outdoor Lighting, is provided.	Prior to Issuance of Building Permit	Planning, Building, Public Works, and Police Departments	
26.	Prior to the issuance of a building permit, the applicant shall submit plans showing the final locations of outdoor employee break areas for review and approval. No employee break areas shall be located along the east side of Building A and Building B.	Prior to Issuance of Building Permit	Planning Department	
27.	Prior to the issuance of a building permit, final landscape plans shall be reviewed and approved by the City. Landscaping shall be installed and verified prior to occupancy.	Prior to Issuance of Building Permit	Planning Department	
28.	Prior to the issuance of a building permit, the applicant shall submit a set of development plans to the Eastvale Police Department for review and approval to ensure compliance with the following: PROPERTY GATES AND KNOX BOX ENTRY a) The installation of the Knox Rapid Entry System if property gates are installed. This system permits law enforcement, fire, and first responders to obtain independent access to the property in the event of an emergency. The necessary order forms for the Knox Company may be obtained by contacting the Jurupa Valley Sheriff's Station Crime Prevention Programs Coordinator at (951) 955-9225. PROPERTY SIGN b) Proper display of "No Trespassing or Loitering" signs prominently around business and any exterior perimeter fencing and adhere to City of Eastvale Municipal Code Section 120.05.070, Signs. ADDRESS NUMBERING: c) A prominent displayed address numbering in size and contrasting in color from the building façade or on a fixed sign	Prior to Issuance of Building Permit	Building and Police Departments	

	near the street/main entrances. The numbers need to be visible from the street and interior property sides for any approaching emergency vehicles. No obstructions should limit their visibility (i.e., landscaping). SECURITY PLAN d) Adequate crime prevention measures, such as security cameras, shall be installed to assist with identifying any suspect(s) of any potential future vandalism or theft attempts. Due to the high possibility of theft/vandalism attempts during construction, additional security measures should be added during that time frame of the proposed construction. All exterior access points should be properly secured and illuminated to make clearly visible any person on or about the premises during the hours of darkness.			
29.	Signing/striping shall be implemented in conjunction with detailed construction plans for the project site. (MM Trans 2)	Prior to Issuance of Building Permit	Public Works Department	
30.	Prior to the issuance of a building permit for each building, the final site plan shall indicate the location of bicycle parking installation using Class I lockers or Class II racks in an enclosed lockable area, as follows: • Building A – 16 spaces • Building B – 12 spaces • Building C – 14 spaces • Building D – 4 spaces Location of bicycle parking is subject to approval by the Planning Department.	Prior to Issuance of Building Permit	Planning Department	
	During Ground Disturbance and Construction			
31.	Prior to any construction or grading on-site, a Construction Traffic Control Plan shall be prepared by the implementing developer and submitted to the City of Eastvale Public Works Department for approval.	Prior to Construction	Public Works Department	

	a) The Construction Traffic Control Plan shall include the estimated day(s), time(s) and duration of any lane closures that are anticipated to be required on Cantu-Galleano Ranch Road, Hamner Avenue, and Bellegrave Avenue due to project construction. b) The Construction Traffic Control Plan shall include measures such as, but not limited to, signage, flagmen, cones, advance community notice, or other acceptable measures to the satisfaction of the City of Eastvale Public Works Department. c) The purpose of the measures shall be to safely guide motorists, cyclists, and pedestrians; minimize traffic impacts; and ensure the safe and even flow of traffic consistent with City level of service standards and safety requirements. The plan must stipulate that during construction, the implementing developer or its general contractor are required to notify the City of Eastvale Public Works Department at least five (5) business days in advance of any planned lane closure that will be caused by project construction. The City shall evaluate any other known lane closures, construction activities, or special events which may conflict with the project's scheduled lane closure or create additional impacts to traffic flow on Cantu-Galleano Ranch Road, Hamner Avenue, and/or Bellegrave Avenue; and, if deemed necessary by the City of Eastvale Public Works Department, the project's lane closure may be postponed or rescheduled. (MM Trans 3)			
32.	Prior to any construction or grading on-site, the applicant shall provide a plan showing temporary construction barriers are used to reduce impacts from construction noise to sensitive receivers located west and south of the project (receivers R5, R6, R9, R10, and R11 as shown on Figure 5.11-1 of the EIR, and attached to these Conditions of Approval) during construction as follows: a) If the residence at receiver location R5 (as shown on Figure 5.11-1) is still in place and occupied when project-related construction commences, a temporary 12-foot-tall	Prior to Construction	Planning and Building Departments	

	noise barrier with a sound transmission class (STC) rating of 13 dBA or greater shall be in place during all construction within a 1,150-foot radius of the residence to reduce noise at location R5 to 60 Leq DBA or less. The temporary noise barrier shall be 2,300 feet in length with no gaps and positioned on the westerly project boundary with 1,150 feet located north of receiver R5 and 1,150 feet located south of receiver R5. b) Prior to construction within a 900-foot radius of receiver location R6 (as shown on Figure 5.11-1), a temporary 12-foot-tall noise barrier with an STC rating of 4 dBA or greater shall be in place during all construction within said 900-foot radius to reduce noise at location R6 to 59 Leq dBA or less. The temporary noise barrier shall be 1,800 feet in length with no gaps and located at a point 900 feet north of the southwest corner of the project boundary and continue south to said southwest corner and then continue 900 feet northeast along the south project boundary. c) Prior to construction within a 550-foot radius of receiver location R9 (as shown on Figure 5.11-1), a temporary 12-foot-tall noise barrier with an STC rating of 22 dBA or greater shall be in place during all construction within said 550-foot radius to reduce noise at location R9 to 60 Leq dBA or less. The temporary noise barrier shall be 650 feet in length with no gaps and commence at the southwest corner of the project boundary and continue 650 feet northeast along the south project boundary. d) Prior to construction within a 650-foot radius of receiver location R10 (as shown on Figure 5.11-1), a temporary 12-foot-tall noise barrier with an STC rating of 24 dBA or greater shall be in place during all construction within said 650-foot radius to reduce noise at location R10 to 58			

	Leq dBA or less. The temporary noise barrier shall be 1,300 feet in length with no gaps and commence at a point approximately 650 feet east of the southwest corner of the project boundary and continue 1,300 feet northeast along the south project boundary. e) Prior to construction within a 250-foot radius of receiver location R11 (as shown on Figure 5.11-1), a temporary 12-foot-tall noise barrier with an STC rating of 14 dBA or greater shall be in place during all construction within said 250-foot radius to reduce noise at location R11 to 68 Leq dBA or less. The temporary noise barrier shall be 250 feet in length with no gaps and commence at the southeast corner of the project boundary and continue 250 feet southwest along the south project boundary. Plans showing the location of and STC ratings for the temporary noise barriers shall be submitted to the City Planning Director for review prior to the commencement of any project-related construction within the distances from the receivers identified in paragraphs a) through e) of this mitigation measure. The Planning Director shall review the location and STC rating of the noise barriers to confirm that the barriers will attenuate construction-related noise to the levels identified in paragraphs a) through e) and Table 5.11-M. As an alternative to the temporary noise barriers described in paragraphs a) through e), above, the project applicant (or proponent of any development within the Specific Plan) may prepare and submit to the City Planning Director a Construction Noise Reduction Plan with supporting analysis that identifies alternative construction noise reduction strategies that achieve the desired noise levels identified in [EIR] Table 5.11-M (attached to these Conditions of Approval). If after review of the Noise Reduction Plan the City Planning Director determines that the alternative noise reduction strategies proposed by said plan achieve the desired noise levels identified in Table 5.11-M, such strategies may be used in place of the temporary barriers described			

	in paragraphs a) through e) of this mitigation measure. (MM Noise 1)			
33.	If during ground disturbance activities cultural resources are discovered that were not anticipated by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. a) All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find. b) At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. c) Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures. (MM Cult 2)	During ground disturbance activities	Planning and Public Works Departments	
34.	If human remains are encountered, state Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment	During ground-disturbing activities	Planning and Public Works Departments	

	and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Soboba Band of Luiseno Indians, identified as the Most Likely Descendant, shall make recommendations and engage in consultation with the City and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98 and California Government Code Section 6254.10. (MM Cult 3)			
35.	During construction, ozone precursor emissions from all vehicles and construction equipment shall be controlled by maintaining equipment engines in good condition, in proper tune per manufacturers' specifications. Equipment maintenance records and equipment design specification data sheets shall be available during construction. Compliance with this measure shall be subject to periodic inspections by the City. (MM Air 1)	During Construction	Planning and Building Departments	
36.	To reduce fugitive dust emissions, the contractor shall provide the City with sufficient proof of compliance with Rule 403 and other dust control measures including, but not limited to: • Watering active sites three times daily. • Requiring the replacement of ground cover or the application of non-toxic soil stabilizers according to manufacturers' specifications to unpaved roads and all inactive construction areas (previously graded areas inactive for 10 days or more, assuming no rain). • Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered. • Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour. • Posting contact information outside the property for the public to call if specific air quality issues arise; the individual charged with receipt of these calls shall respond to the caller within 24	During Construction	Planning and Building Departments	

	hours and resolution of the air quality issue(s), if valid, or implementation of corrective action(s) will occur within 48 to 72 hours of the time that the issue first arose. • Sweeping of streets using SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks (utilizing recycled water if it becomes available) at the end of the day if visible soil material is carried over to adjacent streets. • Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved roads. • Installation of wheel washers or gravel pads at construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip to prevent track out. • Paving of all roadways, driveways, sidewalks, etc., shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless soil stabilizers are used. (MM Air 5)			
37.	During project construction, the applicant is required to comply with the following Best Available Control Technology (BACT) from Appendix G of the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy, including: a) Soliciting bids that include use of energy- and fuel-efficient fleets. b) Soliciting preference construction bids that use BACT, particularly those seeking to deploy zero- and/or near-zero emission technologies. c) Using GHG-emitting construction materials consistent with the California Green Building Standards Code. d) Use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production. (MM GHG 2)	During Construction	Building Department	

38.	All contractors shall turn off all construction equipment and delivery vehicles when not in use and/or if idling for longer than three minutes. (MM GHG 5)	During Construction	Building Department	
39.	The general contractor shall develop a low-impact construction commuting plan for all tradespersons to utilize during project construction. This plan may address the home to office/shop commute, office/shop to jobsite commute, or both. (MM GHG 6)	During Construction	Building Department	
40.	Project-related construction shall adhere to the hours set forth in Eastvale Municipal Code Section 8.01.010, Ordinance No. 2010-08. Exceptions shall be only with the written consent of the City of Eastvale Building Official. (MM Noise 2)	During Construction	Building Department	
41.	To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturers' specifications and use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer, to the satisfaction of the City of Eastvale Building Department. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction or be available within 24 hours of receipt of the request. Compliance with this measure shall be subject to periodic inspections by the City of Eastvale Building Department. (MM Noise 3)	During Construction	Building Department	
42.	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site during all project construction. (MM Noise 4)	During Construction	Building Department	
43.	To minimize or eliminate motor-derived noise from construction equipment, contractors shall utilize construction equipment that either uses alternative fuels (such as natural gas or propane), or electricity, where practical and feasible. (MM Noise 5)	During Construction	Building Department	

44.	During construction, the implementing developer or its general contractor is required to notify the City of Eastvale Public Works Department at least five (5) business days in advance of any planned lane closure that will be caused by project construction. The City shall evaluate any other known lane closures, construction activities, or special events which may conflict with the project's scheduled lane closure or create additional impacts to traffic flow on Cantu-Galleano Ranch Road, Hamner Avenue, and/or Bellegrave Avenue; and, if deemed necessary by the City of Eastvale Public Works Department, the project's lane closure may be postponed or rescheduled. (MM Trans 3)	During Construction	Building Department	
	Prior to Issuance of Certificate of Occupancy			
45.	Prior to issuance of certificate of occupancy, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and present an inventory and description of the scientific significance of any fossil remains accessioned into the museum repository. The report shall be submitted to the City Planning Department, the Riverside County Regional Park and Open Space District, and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources. (MM Paleo 2)	Prior to Issuance of Certificate of Occupancy	Planning Department	
46.	Prior to the issuance of the certificate of occupancy for the structure subject to the final acoustical impact analysis, the Planning Director shall certify that the measures set forth in the final acoustical impact analysis will be effective to mitigate project-related noise such that exterior and interior noise levels, as mitigated, will be consistent with Eastvale General Plan Policy N-7 and/or the Ontario Municipal Code Section 29.04. (MM Noise 6)	Prior to Issuance of Certificate of Occupancy	Planning Department	
47.	Prior to the issuance of a certificate of occupancy for each industrial and commercial facility within the project, the applicant shall provide the developer of that facility with information regarding energy efficiency, solid waste reduction, recycling, motor vehicle-related greenhouse gas	Prior to Issuance of Certificate of Occupancy	Public Works Department	

	emissions, and water conservation best practices. The applicant shall also publicize information regarding solid waste reduction and recycling best practices to developers and tenants within the Specific Plan area. Finally, the applicant shall encourage the use of alternative transportation methods among its tenants, including bus transit, vanpools, carpools, and car- and ride-sharing programs. (MM GHG 7)			
48.	For all warehouse uses of the proposed project, the loading docks shall be designed to accommodate SmartWay trucks. Proof of compliance shall be provided in building plans prior to the issuance of building permits and subject to on-site verification prior to occupancy. The Master Developer shall also provide the Building Safety & Inspection Department with SmartWay information/regulations prior to the first grading permit. The Building Department shall distribute the information to each end-user prior to occupancy (final inspection). (MM GHG 1)			
49.	All aerial utility lines including electrical power lines at 34.5KV and under located within the public right-of-way shall be installed underground to the satisfaction of the City Engineer.	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
50.	All aerial electrical power lines above 34.5KV within the public right-of-way shall be relocated behind the curb and gutter to the satisfaction of the City Engineer.	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
51.	Prior to issuance of the first certificate of occupancy, the implementing developer shall provide warrants and install a traffic signal at the intersection of Street A (NS) and Cantu-Galleano Ranch Road (EW) to include the following geometrics: Northbound: Two left-turn lanes. One right-turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One shared through and right-turn lane. Westbound: One left-turn lane. Two through lanes. (MM Trans 5) The City Engineer reserves the right to require reasonable and warranted alternative configurations of the geometrics as long as the above	Prior to Issuance of Certificate of Occupancy	Public Works Department	

	minimum traffic flow is maintained.			
52.	Prior to issuance of the first certificate of occupancy, the implementing developer shall construct the intersection of Hamner Avenue (NS) and the northern driveway of Building C (EW) to restrict movement to right-in and right-out only from the driveway with the following geometrics: Northbound: One through lane. One shared through and right-turn lane. Southbound: Two through lanes. Eastbound: Not applicable. Westbound: One right-turn lane. Stop controlled. (MM Trans 6) The City Engineer reserves the right to require reasonable and warranted alternative configurations of the geometrics as long as the above minimum traffic flow is maintained.	Prior to Issuance of Certificate of Occupancy	Public Works Department	
53.	Prior to issuance of the first certificate of occupancy, the implementing developer shall provide warrants and install a traffic signal at the intersection of Hamner Avenue (NS) and Street B (EW) to include the following geometrics: Northbound: One through lane. One shared through and right-turn lane. Southbound: One left-turn lane. Two through lanes. Eastbound: Not applicable Westbound: One left-turn lane. One right-turn lane. (MM Trans 7) The City Engineer reserves the right to require reasonable and warranted alternative configurations of the geometrics as long as the above minimum traffic flow is maintained.	Prior to Issuance of Certificate of Occupancy	Public Works Department	
54.	Prior to issuance of first certificate of occupancy in Phase 1 of the industrial area of the project, landscaping shall be installed along the north side of the water quality basins located south of Buildings B and C on Parcel 5 of PM 36487. Remainder of landscaping around basins shall be installed prior to issuance of first certificate of occupancy in Phase 2 of the industrial area of the project.	Prior to Issuance of Certificate of Occupancy	Planning and Public Works Departments	

55.	Prior to issuance of first certificate of occupancy, a 10-foot-wide pedestrian trail shall be installed around the water quality basins located south of Buildings B and C. Tubular steel fencing shall be installed around all basins on the project site designed to hold more than 18 inches of standing water. Gates shall be provided for maintenance of the basins.	Prior to Issuance of Certificate of Occupancy	Planning and Public Works Departments	
56.	Prior to issuance of the first certicate of occupancy, the developer shall construct full east-bound improvements (four lanes) on Cantu-Galleano Ranch Road from Hamner Avenue to Interstate 15 including the frontage of the NAP parcel (approximately a 12-acre lot located on the southeast corner of Hamner Avenue and Cantu-Galleano Road), provided the necessary rights-of-way can be obtained from the NAP owner. Otherwise, the frontage of the NAP parcel shall include a minimum of two east-bound lanes, curb and gutter, and sidewalk. The developer will make every effort to work with the NAP parcel to dedicate the full rights-of-way. In no case shall the developer improve Cantu-Galleano Ranch Road to fewer than three lanes of travel adjacent to the NAP parcel between Hamner Avenue and I-15 adjacent to the Specific Plan boundary line. (MM Trans 8)	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
57.	Prior to issuance of the first certificate of occupancy, the developer shall construct full northbound (three lanes) improvements on Hamner Avenue from Bellegrave Avenue to Cantu-Galleano Ranch Road including the frontage of the NAP parcel, provided the necessary rights-of-way can be obtained from its owner. Otherwise, the frontage of the NAP parcel shall include a minimum of two northbound lanes, curb and gutter, and sidewalk. (MM Trans 4)	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
58.	Prior to issuance of the first certificate of occupancy, the developer shall construct raised median (not including landscaping) and partial southbound (two lanes) improvements on Hamner Avenue from Cantu-Galleano Ranch Road to Bellegrave Avenue. The developer shall enter into a reimbursement agreement with the City of Eastvale for the construction of improvements, which lies outside the City of Eastvale	Prior to Issuance of Certificate of Occupancy	Public Works Departments	

	boundary. The costs of such improvements will be paid by the development(s) within the City of Ontario through an agreement between the cities of Ontario and Eastvale. (MM Trans 4)			
59.	Prior to issuance of the first certificate of occupancy, the developer shall construct full curb return at Hamner and Bellegrave including a minimum of 100-foot lane on Bellegrave to act as a westbound right turn lane onto Hamner. The remaining full improvements on Bellegrave will be constructed during the Business Park development of Parcel 5 of PM 36487.	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
60.	Prior to issuance of the first certificate of occupancy, the developer shall construct full improvements of Street A.	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
61.	Prior to issuance of the first certificate of occupancy, the developer shall construct full improvements of Street B.	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
62.	Prior to issuance of the first certificate of occupancy, the developer shall construct full curb return at the southeast corner of Cantu-Galleano Ranch Road and Hamner Avenue, provided the necessary rights-of-way can be obtained from the NAP parcel. Otherwise an interim curb return shall be constructed. The developer will make every effort to work with the NAP parcel to dedicate the rights-of-way.	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
63.	Prior to issuance of the first certificate of occupancy, the developer shall construct the following improvements to the satisfaction of the City Engineer: a) All intersection curb returns to satisfy truck turning requirements b) New traffic signal at Cantu-Galleano Ranch Road and Street A c) New traffic signal at Hamner Avenue and Street B	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
64.	Prior to issuance of the first certificate of occupancy, the developer shall modify the traffic signals to the satisfaction of the City Engineer at: a) Hamner Avenue and Cantu Galleano Ranch Road	Prior to Issuance of Certificate of Occupancy	Public Works Departments	

	b) Hamner Avenue and Bellegrave Avenue			
65.	Prior to issuance of the first certificate of occupancy, the developer shall construct a concrete intersection at Hamner Avenue and Cantu-Galleano Ranch Road per the satisfaction of the City Engineer in coordination with the City of Ontario.	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
66.	Prior to issuance of the first certificate of occupancy, the developer shall install traffic interconnect system to coordinate traffic signals along the following roadways: a) Hamner Avenue—between Cantu-Galleano Ranch Road and Bellegrave Avenue b) Cantu Galleano Ranch Road & Bellegrave Avenue—between Hamner and I-15	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
67.	Prior to issuance of the first certificate of occupancy, in coordination with roadway improvements the developer shall construct public facilities under the City of Eastvale and/or other service agencies' jurisdictions, including but not limited to storm drain facilities up to 36" in diameter, and sewer, water, and flood control facilities in accordance with each respective agency's requirements and specifications and to the satisfaction of the City Engineer.	Prior to Issuance of Certificate of Occupancy	Public Works Departments	
68.	Prior to issuance of the first certificate of occupancy, the implementing developer shall modify the signalized intersection of Hamner Avenue (NS) and Cantu-Galleano Ranch Road (EW) to include the following geometrics: Northbound: One through lane. One right-turn lane. Southbound: One left-turn lane. One through lane. Eastbound: Not applicable. Westbound: Two left-turn lanes. One right-turn lane. (MM Trans 9) The City Director of Public Works reserves the right to require reasonable and warranted alternative configurations of the geometrics as long as the above minimum traffic flow is maintained.	Prior to Issuance of Certificate of Occupancy	Public Works Department	
69.	Prior to issuance of the first certificate of occupancy for the development, the implementing developer shall modify the signalized	Prior to Issuance of Certificate of	Public Works Department	

	intersection of Hamner Avenue (NS) and Bellegrave Avenue (EW) to include the following geometrics: Northbound: One left-turn lane. Two through lanes. One right-turn lane. Southbound: One left-turn lane. One through lane. One shared through and right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: Two left-turn lanes. One through lane. One right-turn lane. (MM Trans 13) The City Director of Public Works reserves the right to require reasonable and warranted alternative configurations of the geometrics as long as the above minimum traffic flow is maintained.	Occupancy		
70.	Prior to issuance of a certificate of occupancy for Building C, the implementing developer shall contribute its fair share of improvements and modify the signalized intersection of Milliken Avenue (NS) and Riverside Drive (EW) to include the following geometrics: Northbound: One left-turn lane. One through lane. One shared through and right-turn lane. Southbound: One left-turn lane. One through lane. One shared through and right-turn lane. Eastbound: One left-turn lane. One through lane. One right-turn lane. Westbound: One left-turn lane. One through lane. One right-turn lane. (MM Trans 16)	Prior to Issuance of Certificate of Occupancy	Public Works Department	
During Operations				
71.	Signage will be posted prohibiting all on-site truck idling in excess of three minutes. (MM Air 7)	During Operations	Planning and Building Departments	
72.	Where transport refrigeration units (TRU) are in use, electrical hookups will be installed at all loading docks in order to allow TRUs with electric standby capabilities to use them. Trucks incapable of utilizing the electrical hookups shall be prohibited from accessing the site as set	During Operations	Planning and Building Departments	

	forth in the lease agreement. Idling in excess of five minutes will be prohibited, subject to on-site verification. Quarterly inspection reports shall be available on-site at all times. (MM Air 8)			
73.	Service equipment (i.e., forklifts) used within the site shall be electric or compressed natural gas-powered. (MM Air 9)	During Operations	Planning and Building Departments	
74.	In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to SCAQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, ARB regulations, and the importance of not parking in residential areas. If trucks older than 2007 model year will be used at a facility, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded. (MM Air 10)	During Operations	Planning and Building Departments	

Fire Department Conditions of Approval

Re: Project 11-0271 (Goodman Commerce Center)

1. This letter is in regard to the fire protection conditions concerning the above referenced case. The Fire Department requires the listed fire protection measures be provided in accordance with the City of Eastvale Municipal Code and the Riverside County Fire Department Fire Protection Standards. Final conditions will be addressed when complete building plans are reviewed:
2. Provide or show there exists a water system capable of delivering a fire flow 8,000 gallons per minute for a 4 hours duration at 20 psi residual operating pressure, which must be available before any combustible material is placed on the construction site.
3. Approved accessible on-site fire hydrants shall be located not to exceed 200 feet apart in any direction. Any portion of the facility or of an exterior wall of the first story of the building shall not be located more than 150 feet from fire apparatus as measured by an approved route around the complex, exterior of the facility or building. No portion of a building shall be further than 400 feet from a fire hydrant. Fire hydrants shall provide the required fire flow.
4. Prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval.
5. Prior to issuance of building permits, the water system for fire protection must be provided as approved by the Fire Department and the local water authority.
6. Provide "blue dot" retro-reflectors pavement markers on private, public streets and driveways to indicated location of the fire hydrant.
7. Fire apparatus access road shall be in compliance with the Riverside County Fire Department Standard number 06-05. Access roads shall have an unobstructed vertical clearance not less than 13 feet and 6 inches. Access lanes will be designed to withstand the weight of 60,000 pounds over 2 axles. Access will have a turning radius capable of accommodating fire apparatus. Access lane shall be constructed with a surface so as to provide all weather driving capabilities.
8. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with approved provision for the turn-around capabilities of fire apparatus.
9. Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. The applicant or developer shall include in the building plans the required fire lanes and include the appropriate lane printing and/or signs.
10. An approved Fire Department access key lock box (Minimum Knox Box 3200 series model) shall be installed next to the approved Fire Department access door to the building. If the buildings are protected with an alarm system, the lock box shall be required to have tampered monitoring. Required order forms and installation standards may be obtained at the Fire Department.

Fire Department Conditions of Approval

11. Install a complete commercial fire sprinkler system (per NFPA 13 2010 Edition). Fire sprinkler system(s) with pipe sizes in excess of 4" in diameter will require the project Structural Engineer to certify with a "wet signature", that the structural system is designed to support the seismic and gravity loads to support the additional weight of the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The PIV and FCD shall be located to the front, within 25 to 50 feet of hydrant, and a minimum of 25 feet from the building(s). Sprinkler riser room must have indicating exterior and/or interior door signs. A C-16 licensed contractor must submit plans, along with current permit fees, to the City of Eastvale for review and approval prior to installation.
12. Install an alarm monitoring or fire alarm system. A C-10 licensed contractor must submit plans along with the current permit fees to the City of Eastvale for review and approval prior to installation.
13. Install a portable fire extinguisher, with a minimum rating of 2A-10BC, for every 3,000 sq. ft. and/or 75 feet of travel distance. Fire extinguishers shall be mounted 3.5 to 5 ft above finished floor, measured to the top of the extinguisher. Where not readily visible, signs shall be posted above all extinguishers to indicate their locations. Extinguishers must have current CSFM service tags affixed.
14. No hazardous materials shall be stored and/or used within the building, which exceeds quantities listed in 2010 California Building Code. No class I, II or IIIA of combustible/flammable liquid shall be used in any amount in the building.
15. Exit designs, exit signs, door hardware, exit markers, exit doors, and exit path marking shall be installed per the 2010 California Building Code.
16. Electrical room doors, FAC, fire riser, roof access if applicable shall be labeled as per use.
17. Access shall be provided to all mechanical equipment located on the roof as per 2010 California Mechanical Code.
18. Air handling systems supplying air in excess of 2000 cubic feet per minute to enclosed spaces within buildings shall be equipped with an automatic shutoff as per 2010 California Mechanical Code.
19. Gate(s) shall be automatic or manually operated. Install Knox key operated switches, mounted per recommended standard of the Knox Company. Building plans shall include mounting location/position and operating standards for Fire Department approval.
20. A survey and report by a Licensed Fire Protection Engineer may be required prior to building permit issuance.

The Proposed project may have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increase in the number of emergency and public service calls due to the increased presence of structures, traffic and population. The project proponents/developers will be expected to provide for a proportional mitigation to these impacts via capital improvements and/or impact fees.

General Information

The following items are noted for the applicant's information. These items are generally required for all projects by City ordinances, other local agencies, and state or federal agencies. PLEASE NOTE: This list is not comprehensive. The project is subject to all applicable standards, fees, policies, rules and regulations for Eastvale and many other agencies, including but not limited to: Jurupa Community Services District, Jurupa Area Recreation and Parks District, Riverside County Flood Control District, state and federal agencies.

Developer and Applicant are used interchangeably, below.

- In compliance with Section 15075 of the CEQA Guidelines, a Notice of Determination (NOD) msut be filed with the Riverside County Clerk within five (5) County working days of certification of the EIR in order for the NOD to commence the 30-day statute of limitations on the EIR. The City must include the required California Department of Fish and Wildlife (Code Section 711.4.d.3) fee and the Riverside County Clerk administrative fee. The applicant shall submit to the Planning Department a check or money order made payable to "Riverside County Clerk" in the amount of $3,079.75 within two City working days after EIR certification. Failure to pay the required fees will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c)). The fee is broken down as follows:
    a. California Department of Fish and Wildlife fee of $3,029.75.
    b. Riverside County Clerk administrative fee of $50.00.
- Development Plan approval is not in effect until Specific Plan/Zoning approval takes effect.
- The applicant shall design and construct all improvements in accordance the City of Eastvale Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.
- Prior to the issuance of certificate of occupancy, the development shall be annexed into all applicable Community Service Areas and Landscaping Maintenance District for lighting, drainage, and maintenance to the satisfaction of the City Engineer or otherwise form a district where one is not currently in place.
- The applicant shall comply with all provisions and procedures of the Eastvale Building Department related to the plan check review process. (Please contact the Building Department at 951-703-4450.)
- Transportation Uniform Mitigation Fees and any development impact fees that are in effect at that time shall be paid prior to the issuance of certificate of occupancy, or as otherwise allowed per ordinance.
- The applicant should coordinate the traffic signal installation at the intersection of Hamner Avenue and Eucalyptus Avenue with the City on Ontario. All underground conduits needed for such installation shall be installed along with Hamner Avenue improvements.
- No obstruction shall be placed on any existing easement. An approval document from easement holders shall be required for any

General Information
easement encroachment. • Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries. • Project runoff shall be directed to a safe point of discharge. Any additional easement that may be necessary to accomplish such shall be obtained prior to issuance of grading permit. The applicant shall submit a Final Water Quality Management Plan (WQMP) in conformance with the requirements of the Santa Ana Regional Water Quality Control Board. All stormwater quality treatment devices shall be located outside of the ultimate public right of way. The applicant shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring post-construction flow rate, volumes, velocity, and duration do not exceed pre-construction levels, in accordance with City of Eastvale's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These best management practices shall be consistent with the Final WQMP and installed to the satisfaction of the City Engineer. • All connection to flood control facilities shall be reviewed by the Riverside County Flood Control District, and shall be submitted through the City of Eastvale, unless otherwise directed by the City Engineer. • Prior to the issuance of certificate of occupancy, the applicant shall pay the appropriate storm drain impact mitigation fee for the Riverside County Flood Control and Water Conservation District. • The applicant shall prepare and submit to the City for review and approval all required development plans including but not limited to Grading (Rough and/or Precise), Street Improvement, Street Light, Storm Drain, and Traffic Signal. All applicable processing and review fees and/or deposits shall be submitted with the first plan submittal. • No grading shall be performed without prior issuance of a grading permit by the City. • All grading shall conform to the California Building Code and to all other relevant laws, rules, and regulations governing grading in the City of Eastvale. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Public Works/Engineering Department. • All necessary measures to control dust shall be implemented by the applicant during grading to the satisfaction of the City Engineer. • Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer. • Grading in excess of 199 cubic yards will require performance security to be posted with the City. • Erosion control–landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded. Planting shall occur within 30 days of meeting final grades to minimize erosion and to

General Information
ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer. • The applicant's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day, and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.

Figure 5.11-1 Noise Receivers
Goodman Commerce Center at Eastvale

Table 5.11-M, Distance and STC Ratings for Temporary Noise Barriers

Receiver Location[1]	Construction Noise for Phase 1a/1b[2] L_{eq} (in dBA)	Existing Modeled Noise Levels[3] Leq (in dBA)	Desired Noise Levels[4] Leq (in dBA)	Distance in which Construction Requires a Temporary Barrier (feet)[5]	Required STC Rating for the Barrier (rounded to the nearest whole dBA)[6]
R5	72.5	56	60	1,150	13
R6	62.5	55	59	900	4
R9	81.9	56	60	550	22
R10	81.9	54	58	650	24
R11	81.9	64	68	250	14

[1] Receiver location as shown on Figure 5.11-1
[2] L_{eq} from Table 5.11-K
[3] .Leq from Table 5.11-C
[4] Existing Modeled Noise Levels plus 4 dBA.
[5] Construction within a radius of these distances from the receivers will require a temporary noise barrier. Any construction outside of this radius may occur without a barrier.
[6] The STC rating is the difference between the Desired Noise Levels and the Construction Noise for Phase 1a/1b.

ATTACHMENT B

RESPONSES TO COMMENT LETTERS RECEIVED ON 2/19/14

Response to Comment Letter H – Johnson & Sedlack Attorneys at Law

Raymond Johnson, Esq. AICP

Johnson & Sedlack Attorneys at Law

26785 Camino Seco

Temecula, California 92590

Response to Comment H-1:

The comment implies the term rubberized "asphalt concrete" is incorrect. Per CalRecycle, the terms rubberized asphalt or rubberized asphalt concrete (RAC) are used interchangeably.

The comment indicates that project mitigation measures (MM Trans 4 and MM Noise 7) only require Hamner Avenue to be improved to two lanes of travel in each direction and do not necessarily require that the existing roadway be improved to rubberized asphalt or concrete; rather only the new lanes. In fact, the Project will be required, through Condition of Approval No. 57, to improve Hamner Avenue to 3 northbound lanes between Bellegrave Avenue and Cantu-Galleano Ranch Road. All three lanes will be improved with rubberized asphalt concrete, consistent with MM Noise 7. As discussed in Final EIR Section 5.11, impacts from Project-related traffic noise will be reduced to a less than significant level with implementation of mitigation measure MM Noise 7. No new environmental issues have been raised by this comment.

Response to Comment H-2:

As outlined in the Final EIR and *Response to Comments A1 through A-4*, the lane widths agreed to will be sufficient to accommodate project traffic. Comment indicates this reduction will potentially cause adverse effects providing for traffic hazards, aesthetic impacts, and traffic noise. With respect to traffic hazards, the revised lane widths will meet minimum width and other standards for Caltrans and the City's General Plan, just like the original lane widths, so no new or changed safety issues or traffic hazards impacts are expected. With respect to aesthetics, the Project's impacts will remain less than significant as this is not a significant visual resource and the additional lane width will not affect the size of the setback, which will contain the same landscape elements as discussed in Draft EIR Section 4.1.1. Finally, with respect to traffic noise, any alleged impacts are based on real or modeled traffic volume, which is not affected by a reduction in lane width and therefore will not change with the additional lane width.

Comment further adds there is no requirement that applicant construct Hamner Avenue to 3-4 lanes despite EIR's responses to comments citing the need for this expansion. As discussed in *Response to Comment H-1* above, Condition of Approval No. 57 will require the Project to construct 3 northbound lanes along Hamner Avenue between Bellegrave Avenue and Cantu-Galleano Ranch Road. Mitigation measure MM Noise 7 requires rubberized asphalt concrete along Hamner Avenue between Bellegrave Avenue and Cantu-Galleano Ranch Road to be used for all applicant-constructed or financed improvements to this roadway segment. As indicated in the Final EIR and Response to Comment B-47 and B-49, traffic and noise impacts have been considered and mitigated.

No new environmental issues have been raised by this comment.

Response to Comment H-3:

The comment indicates numbering of response to comments is confusing. A formatting issue occurred during the Final EIR printing process that has since been corrected. No new environmental issues have been raised by this comment.

Response to Comment H-4:

The comment suggests that the Project will increase development pressure on land near the Project site and result in the conversion of such land to urban uses. As explained in Response to Comment B-10, all of the lands adjacent to the Project site are designated as "Urban Built-Up Land" by the California Resources Agency's Farmland Mapping and Monitoring Program and are already either used for, or entitled for, non-agricultural uses. Because the adjacent lands already consist of non-agricultural uses, the Project has no potential to cause a conversion of those lands to non-agricultural uses. No new environmental issues have been raised by this comment.

Response to Comment H-5:

The comment states that Response to Comment B-23-1 does not find the recommended mitigation infeasible or provide reasoning why it is infeasible. The "recommended mitigation" referenced in Comment H-5 is from the commentor's December 23, 2013 letter and reads as follows: "The operator/user of any industrial uses shall become SmartWay Partner." Response to Comment B-23-1 does not attempt to find the recommended mitigation measure infeasible, as Comment H-5 suggests. To the contrary, it offers to modify MM GHG 1 to incorporate the use of SmartWay as follows: "For all warehouse uses of the proposed Project, the loading docks shall be designed to accommodate SmartWay trucks. Proof of compliance shall be provided in building plans prior to the issuance of building permits and subject to on-site verification prior to occupancy. **The Master Developer shall also provide the Building Safety & Inspection Department with SmartWay information/regulations prior to the first grading permit. The Building Department shall distribute the information to each end-user prior to occupancy (final inspection).**"

Response to Comment H-6:

The comment states Response to Comment B-23-17 fails to find the recommended mitigation infeasible or detail that PDF 5.7-8 will achieve EVE across at least 10% of parking spaces. The project will have the requisite number of EV spaces required by the California Building Code at the time of permit issuance. Percentages of spaces may vary depending on the type of building occupant and expected number of employees. The parking lots will have areas that can be expanded to include additional EV spaces as needed over time. No new environmental issues have been raised by this comment.

Response to Comment H-7:

The comment states Response to Comment B-23 repeatedly states that mitigation suggested by Johnson & Sedlack already incorporated when it is not. The Response to Comments in the Final EIR outline

which mitigation measures or Project Design Features already identify, include or already meet the intent or similar requirements. No new environmental issues have been raised by this comment.

Response to Comment H-8:

As explained in the Final EIR, while a lead agency is required to respond to comments proposing concrete, facially feasible mitigation measures, it is not required to accept said measures. (*A Local & Reg'l Monitor v. City of Los Angeles* (1993) 12 Cal.App. 4th 1773, 1809.) In its December 23, 2013 letter, the commentor proposed a mitigation measure by which the Project would include shuttle service to transit stations/multimodal centers. In the Final EIR, the City responded to the suggested measure by indicating that providing local shuttles to transit stations is estimated to reduce GHG and criteria pollutant emissions between 0.02% and 2.5% when paired with other measures for increasing transit service frequency/speed and providing bike parking near transit (CAPCOA 2010, Quantifying Greenhouse Gas Mitigation Measures), and would therefore not reduce Project impacts to less than significant levels. Having duly considered the recommended mitigation measure, and as allowed by *A Local & Reg'l Monitor*, the City declines to impose the suggested measure because, among other things, it would not eliminate any of the Project's significant environmental impacts.

Response to Comment H-9:

Section 5.4 – Biological Resources, of the Draft EIR, outlines consistency with the MSHCP. The prior HANS is based on a lack of suitable/targeted habitat. No new environmental issues have been raised by this comment.

Response to Comment H-10:

The comment indicates numbering of response to comments is confusing and incorrect. A formatting issue occurred that has been corrected. No new environmental issues have been raised by this comment.

Response to Comment H-11:

The comment indicates Response to Comments G-3 and G-4 fail to resolve issues raised by Caltrans. Existing facilities in the master drainage plan (MDP) account for this runoff. Because this is an MDP facility, the MDP accounts for buildout conditions. Further, the project will construct onsite drainage facilities for Flood Control who will ultimately review final design. No new environmental issues have been raised by this comment.

Response to Comment H-12:

The comment indicates Response to Comments G-6 through G-8 fails to detail which volumes were relied upon and it is unclear that the Caltrans Guide for the Preparation of Traffic Impact Studies was relied up on in lieu of the Highway Capacity Manual methodology. The commentor has incorrectly identified that these two documents. The Caltrans Guide for the Preparation of Traffic Impact Studies identifies the scope of what the Traffic Impact Analysis should contain and identifies acceptable methodologies for each facility type. This is outlined in the Traffic Impact Analysis prepared for the project found in Appendix I of the Draft EIR. The Highway Capacity Manual is the methodology used to analyze Level

of Service and delays. Page 5.14-22 of Section 5.14, Transportation/Traffic of the Draft EIR identify this methodology. The statement that some counts are conservative and others significantly reduce the traffic volumes, is incorrect. As identified in *Response to Comment G-6 through G-9*, a conservative application of Highway Capacity Manual methodology in which the highest overall peak hour volumes that occurred in each individual intersection were chosen for analysis to provide for a worst-case analysis. No new environmental issues have been raised by this comment.

Response to Comment H-13:

The comment indicates citation to merge and diverge is not a general mainline segment and project should implement mitigation measures to mitigate to LOS D or better. The mainline is all mainline segments which consist of basic, merge, diverge, and weaving. Thus, measures to mitigate to LOS E or better for main-line freeway segments has been correctly identified as the segments to which the Caltrans letter refer are mainline segments. No new environmental issues have been raised by this comment.

Response to Comment H-14:

The comment suggests Planning Commission should recommend City Council adopt Alternative 3 in lieu of the proposed Project. City staff has recommended this Alternative be adopted. No new environmental issues have been raised by this comment.

Response to Comment Letter I – Briggs Law Corporation

Anthony N. Kim
Briggs Law Corporation
99 East "C" Street, Suite 111
Upland, California 91786

Response to Comment I-1:

The commenter identifies the persons on whose behalf the comments are submitted as CREED-21 and The Inland Oversight Committee but does not raise any specific issues or concerns about the Project. The commentor broadly alleges that the Project would violate the California Environmental Quality Act, the Subdivision Map Act, the Planning and Zoning Law, and the Eastvale Municipal Code but fails to cite any specific examples of such violation or attempt to explain the allegation by reference to the Project. No new environmental issues have been raised by this comment. No further response is necessary to such a general comment.

Johnson & Sedlack
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February 19, 2014

City of Eastvale
Planning Commission
c/o Ariel M. Hall
Assistant City Clerk
12363 Limonite Ave., Suite 910
Eastvale, CA 91752
ahall@eastvaleca.gov

VIA U.S. MAIL AND EMAIL

RE: Goodman Commence Center at Eastvale Specific Plan # 11-0271 (Sch. No. 2011111012)

Greetings:

On behalf of the concerned area residents, I hereby submit these comments on, and in opposition to, the Goodman Commerce Center at Eastvale Project, Case No. 11-0271, SCH. No. 2011111012, and its Final Environmental Impact Report (EIR) (the "Project").

Johnson & Sedlack submitted comments on the Draft EIR as well, and hereby incorporates those comments herein by reference.

Comments on Final EIR

1. MM Noise 7 is uncertain to reduce project impacts below significance as the use of rubberized "asphalt concrete" (sic?) is only required for "applicant-constructed or financed improvements." Rubberized roadway improvements are not required where no improvements will occur or of the whole roadway where only limited improvements will occur. For example, where MM Trans 4 requires Hamner Ave. be improved to two lanes of travel in each direction, MM Noise 7 would not necessarily require that the existing roadway be improved to rubberized asphalt or concrete, but only that the new lanes be rubberized.

2. The City of Ontario commented that traffic modeling may be inaccurate and not accurately reflect existing and future year traffic where the traffic study prepared for the Project concluded the number of lanes needed for Hamner Ave. and Cantu-Galleano Ranch Road was fewer than that predicted by the City of Ontario. The City of Ontario asked that the traffic

study/EIR account for discussion to identify and mitigate traffic impacts including, at least, dedication of necessary rights of way.

In response to these comments A-1 through A-4, the EIR states that the City of Eastvale will accomplish any additional lane needs for Cantu-Galleano Ranch Road by reducing lane width and parkway widths in the existing right of way. There is, however, no discussion of potential adverse effects of reducing lane width and parkway widths to meet traffic needs on this roadway, including but not limited to traffic hazard impacts, aesthetic impacts, traffic noise, etc.

With respect to improvements on Hamner Avenue, the response to comments states Ontario and Eastvale agreed to have 3 lanes in each direction between Bellegrave and Edison/ Cantu-Galleano Ranch Road and 4 lanes between Edison/ Cantu-Galleano Ranch Road and SR-60. There is no requirement that the applicant construct Hamner to 3-4 lanes despite the EIR's responses to comments citing the need for this expansion. While the response to comments states the Project will be conditioned for these improvements, it is clear it has not been.

Pursuant to MM Trans 4, the developer must expand Hamner Avenue between Bellegrave and Edison/ Cantu-Galleano Ranch Road to just 2 lanes each direction; and pursuant to MM Noise 7 applicant-constructed or financed improvements must be rubberized. If 3 lanes are needed due to the Project's traffic generation and/or cumulative traffic, the additional lanes will not be required to be applicant-constructed or subject to the requirements of MM Noise 7. Traffic and traffic noise impacts may therefore occur which were not considered/disclosed in the EIR or mitigated.

3. The numbering of responses to comments to Johnson & Sedlack's letter is quite confusing.

4. Response to Comment B-10: The fact that farmland near the Project site is entitled for non-agricultural uses or proposed for agricultural uses does not mean such farmland *has already been converted* to non-agricultural uses. The Project, by increasing development pressures on such uses, may result in or speed the conversion to urban uses in this area.

5. Response to Comment B-23-1 does not find the recommended mitigation infeasible or provide any reasoning why it is infeasible particularly where the phase in of SmartWay technologies is already being required by CARB.

6. Response to Comment B-23-17 fails to find the recommended mitigation infeasible or detail that PDF5.7-8 will achieve EV across at least 10% of parking spaces.

7. Responses to Comment B-23 repeatedly states that mitigation suggested by Johnson & Sedlack has already been incorporated when that is plainly not the case or where the Project may or may not incorporate such measures. For example, the recommendations at Nos. 10, 11, 18, 27,

28, 36, have not been incorporated into the Project or its mitigation; or alternatively, found to be infeasible.

8. Response to comment B-23 for number 38 applies an incorrect standard for finding the proposed mitigation infeasible. Specifically, the FEIR states that because the measure suggested would not reduce project GHG impacts to less than significant levels, CEQA does not require its incorporation. To the contrary, CEQA requires that a project incorporate all feasible mitigation to avoid or *reduce* project impact. Number 38: "Provide shuttle service to transit stations/ multimodal centers" must be incorporated where it may reduce GHG and criteria pollutant emissions by up to 2.5%.

The same is true for Response to comment B-23 number 48, which rejects the recommendation that the Project "Install solar water heating systems to generate all hot water requirements" because it would not reduce impacts below significance. It would, however, reduce some operational emissions and GHG impacts, and thus must be adopted for the Project.

9. Regarding response to comment B-36-37: There is no evidence in the EIR that the MSHCP will be able to achieve adequate conservation without conservation of the Project site. While a HANS was previously prepared, reliance on that document is inadequate to the extent that it does not provide this necessary information. The HANS determination regarding the Project site must be subject to CEQA review with this Project approval.

10. Responses to Caltrans Comments, letter G, also has a confusing and incorrect numbering system.

11. Response to Comments G-3 and -4 fail to resolve the issues raised by Caltrans, that the Project may increase runoff up to 704 cfs, where drainage capacity is 720 cfs, and that the development fails to account for any other development's runoff increases. Caltrans recommends that the Project be conditioned/mitigated to pre-project condition if possible. Response to comment G-3 acknowledges that increased flow rates of 704 CFS may occur with a 100-yr. storm event, yet fails to require that the Project implement measures to reduce the flow rate to pre-project conditions. Instead, the response references the overall watershed area capacity and other downstream facilities. The Response to this comment evades responding to the comment actually made.

12. Response to Comments G-6 through G-9 fails to detail which volumes were relied upon to determine intersection delays or LOS calculations. It is also unclear that the Caltrans' Guide for the Preparation of Traffic impact Studies was relied upon in lieu of the Highway Capacity Manual methodology. Moreover, while some counts are conservative, others significantly reduce the traffic volumes set forth in the EIR. These traffic volumes should be better explained or resolved.

13. Response to Comment G-10 disputes Caltrans' request that the Project mitigate to LOS D or better for merge/diverge conditions, citing that Caltrans will accept LOS E for *mainline* segments. The comment cites ram merge and diverge, not general mainline segment LOS standards. This mitigation measure should be implemented to achieve the requested LOS.

Alternatives

Where there is an environmentally superior alternative that significantly decreases the significant impacts of the Project then that alternative must be approved rather than the Project if that alternative is feasible, even if the alternative would impede to some degree the attainment of the project objectives, or would be more costly. [(PRC§ 21002; *Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 597, State CEQA Guidelines § 15126.6(b)]

In this case, the EIR considered just three alternatives to the Project: (1) a No Project/ No Development Alternative; (2) Existing Eastvale General Plan Land Use Alternative (a second "no project" alternative); and (3) Expanded Commercial Alternative. Alternative 3, the Expanded Commercial Alternative, was found to be the environmentally superior alternative in the EIR. The Planning Commission should recommend the City Council adopt this alternative in lieu of the project proposed, as it will generate fewer truck trips and vehicle trips when compared to the project. Staff recommends adoption of this alternative as well.

Thank you for your consideration of these additional comments.

Sincerely,

Raymond W. Johnson
JOHNSON & SEDLACK

BRIGGS LAW CORPORATION

San Diego Office:
814 Morena Boulevard, Suite 107
San Diego, CA 92110

Telephone: 619-497-0021
Facsimile: 619-515-6410

Inland Empire Office:
99 East "C" Street, Suite 111
Upland, CA 91786

Telephone: 909-949-7115
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Please respond to: Inland Empire Office

BLC File(s): 1708.99

February 19, 2014

Planning Commission
City of Eastvale
13830 Whispering Hills Drive
Eastvale, CA 92880

Re: Item 8.1 of February 19, 2014 Planning Commission Agenda – Project No. 11-0271 (EIR, General Plan Amendment, Specific Plan, Tentative Parcel Map for subdivision of an approximately 200-acre area into five industrial parcels, one business park parcel and one commercial parcel, and a Major Development Plan Review for development of approximately 122 acres of light industrial including four industrial/warehouse buildings)

Dear Planning Commission:

On behalf of my clients, CREED-21 and The Inland Oversight Committee, I am writing in opposition to the above-identified project (including all related actions and entitlements) and urge you not to recommend approval of the Project to the City Council. Approval of the Project would violate the California Environmental Quality Act, the Subdivision Map Act, the Planning and Zoning Law, and the Eastvale Municipal Code. These comments supplement any other objections that may be, or have been, offered in opposition to this Project.

If for any reason your consideration of this item is not completed at this meeting, please provide me with written notice of the new date and time for their consideration.

Thank you for your prompt attention to this important matter.

Sincerely,

BRIGGS LAW CORPORATION

Anthony N. Kim

ATTACHMENT C

TYPICAL WATER QUALITY BASIN SPILLWAY DESIGN

EXTENDED DETENTION BASIN BMP FACT SHEET

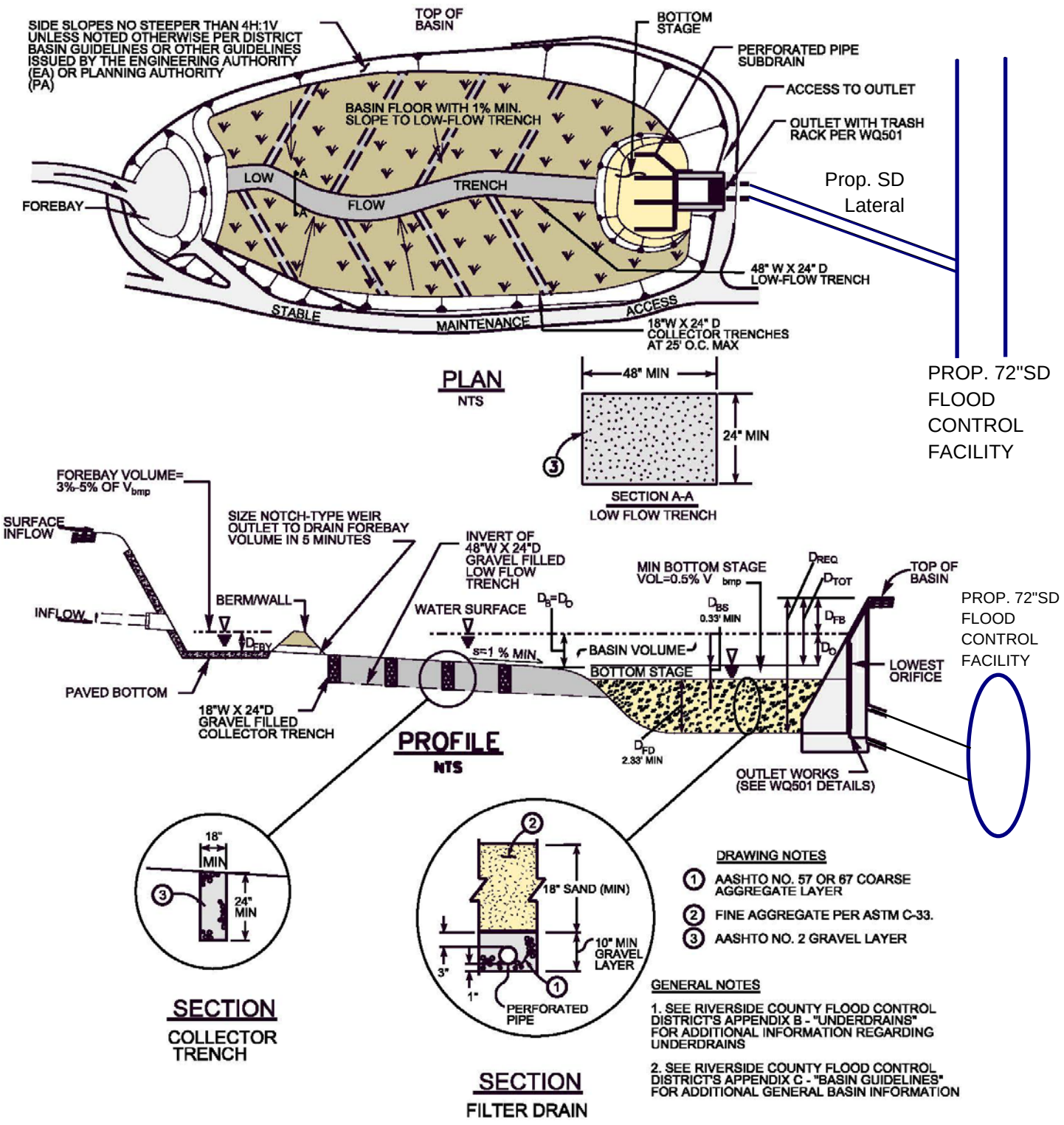


Figure 1 – Extended Detention Basin

ATTACHMENT D

TABLE 2-2, PERMITTED USES

Table 2-2 Permitted Uses	CR[1]	I[2]	BP
Office Uses			
Administrative and professional offices or services (e.g., medical, doctors, physical therapy, chiropractic, financial planners, banks, insurance, real estate, architects)	P	C	P
Employment agencies	P	X	P
Laboratories (e.g., film, medical, dental, R&D, etc.)	P	P	C
Vehicle Related Uses			
A public, alternative fuel, truck fueling station in the Industrial land use area (the sale of ancillary goods such as food, alcohol, drinks, and merchandise is not permitted)	X	C	X
A private, alternative fuel, truck fueling station in the Industrial land use area (the sale of ancillary goods such as food, alcohol, drinks, and merchandise is not permitted)	X	C	X
Automobile or boat parts and supplies stores (new and used)	P	X	X
Automobile service and repair, major (e.g., bodywork, engine and drive train, painting)	X	P	X
Automobile service and repair, minor (e.g., oil change, tires, tune-ups, stereo installation)	C	X	X
Car, RV, truck, boat sales (new and used), (auctions in I only)	C	C	C
Car washes	P	X	C
Gasoline service stations, not including concurrent sale of beer and wine	P	C	C
Gasoline service stations, with concurrent sale of beer and wine	C	C	C
Vehicle/boat leasing/rental	C	C	X
Industrial Uses			
Manufacturing, limited: Limited manufacturing, fabricating, processing, packaging, treating, and incidental storage related thereto, provided any such activity shall be in the same line of merchandise or service as the trade or service business conducted on the premises.	X	P	P [3]

Table 2-2 Permitted Uses	CR[1]	I[2]	BP
Manufacturing, minor: Manufacturing, fabrication, processing, and assembly of materials from parts that are already in processed form and that, in their maintenance, assembly, manufacture, or plant operation, do not create excessive amounts of smoke, gas, odor, dust, sound, or other objectionable influences that might be obnoxious to persons conducting business on-site or on an adjacent site. Uses include but are not limited to furniture manufacturing and cabinet shops, laundry and dry cleaning plants, metal products fabrication, and food and beverage manufacturing.	X	P	C [5]
Cold storage plant	X	P	C [5]
Mini-storage	X	P	C
Warehousing/distribution	X	P	X
Eating, Drinking Establishments			
Bars/cocktail lounges/night clubs[3,4]	C	X	C
Catering Hall	P	X	P
Restaurants and other eating establishments, no drive-thru[3]	P	X	P
Restaurants and other eating establishments, with drive-thru[4]	C	X	C
Entertainment			
Auditoriums, convention halls, concert halls, movie and concert theaters, performing art venues	P	X	C
Indoor Fitness and Sport Facility: Predominantly participant sports and health activities conducted entirely within an enclosed building. Typical uses include bowling alleys, billiard parlors, ice/roller skating rinks, indoor racquetball courts, indoor climbing facilities, soccer arenas, athletic clubs, and health clubs.	C	C	C
Indoor Amusement/Entertainment Facility: Establishments providing indoor amusement and entertainment services as primary uses for a fee or admission charge, including dance halls and ballrooms and electronic game arcades.	P	C	P
Medical			
Acupuncture/acupressure	C	X	X
Health clinics (walk-in, urgent care)	P	P	P
Hospitals	C	C	C
Medical offices (doctors, dentists, chiropractic, physical therapy)	P	C	P
Outpatient surgery center	P	C	P
Personal Services			
Barber/beauty/nail shops, day spas/reflexology (excluding massage), hair salons	P	X	P
Massage	C	X	C
Banking and financial institutions	P	X	P
Dry cleaners	P	X	P
Professional Office	P	X	P
Laundromats (self-serve)	P	X	X
Tailor/shoe repair	P	X	P

Table 2-2 Permitted Uses	CR[1]	I[2]	BP
Retail Uses			
Liquor stores	C	X	X
Commercial day care centers	P	X	P
Convenience stores/market[4]	P	X	X
Copy centers/postal service centers/blueprinting	P	X	P
Drug stores[4]	P	X	X
Equipment rental/sales/service yard	X	C	X
Flower/gift shops	P	X	P
General merchandise (e.g., clothing, department stores, electronics, art, books, discount stores, and supermarkets)	P	X	X
Home improvement/big box retail stores (more than 80,000 square feet)[5]	P	C	X
Hotels	P	X	P
Miscellaneous repairs/service, indoor only (service of clocks, jewelry, vacuums, electronic equipment)	P	X	P
Nurseries/garden supplies	P	X	X
Office equipment/supplies	P	X	P
Hotel Convenience Goods and Services: convenience store/market, copy center/postal service center/blueprinting, drug stores, flower/gift shop, general merchandise, and miscellaneous indoor repairs/service.	P	X	X
Veterinary services, pet grooming (no boarding)	P	X	P
Public/Quasi-Public Uses			
Civic/city related uses (e.g. City Hall)	P	P	P
Police and fire stations	P	P	P
Religious Institutions	X	X	C
Libraries	C	X	C
Schools, Business and Professional, including Art, Barber, Beauty, Dance, Drama, Music and Swimming	C	X	C
Wireless telecommunication facilities	C	C	C

Legend:
P = Permitted-by-right C = Conditionally permitted X = Prohibited
CR = Commercial Retail BP = Business Park I = Industrial

Notes:

[1] CR may include an approximately 130 room hotel on 2.5 acres anywhere within the planning area.

[3] Ancillary uses to the main use, such as offices, storage, and meeting rooms in the Industrial area or small retail spaces in the Business Park area, are permitted provided they are supportive of the main business and do not exceed 1/3 of the total floor area of the tenant space.

[3] Live entertainment and dancing require approval of a CUP.

[4] All on and offsite liquor sales require a CUP.

[5] CUP required for outdoor displays of lumber, garden, and nursery items.

[6] In the Business Park area, there is a limit of 40,000 square feet for a single-tenant building or 40,000 maximum square feet for each tenant in a multi-tenant building.

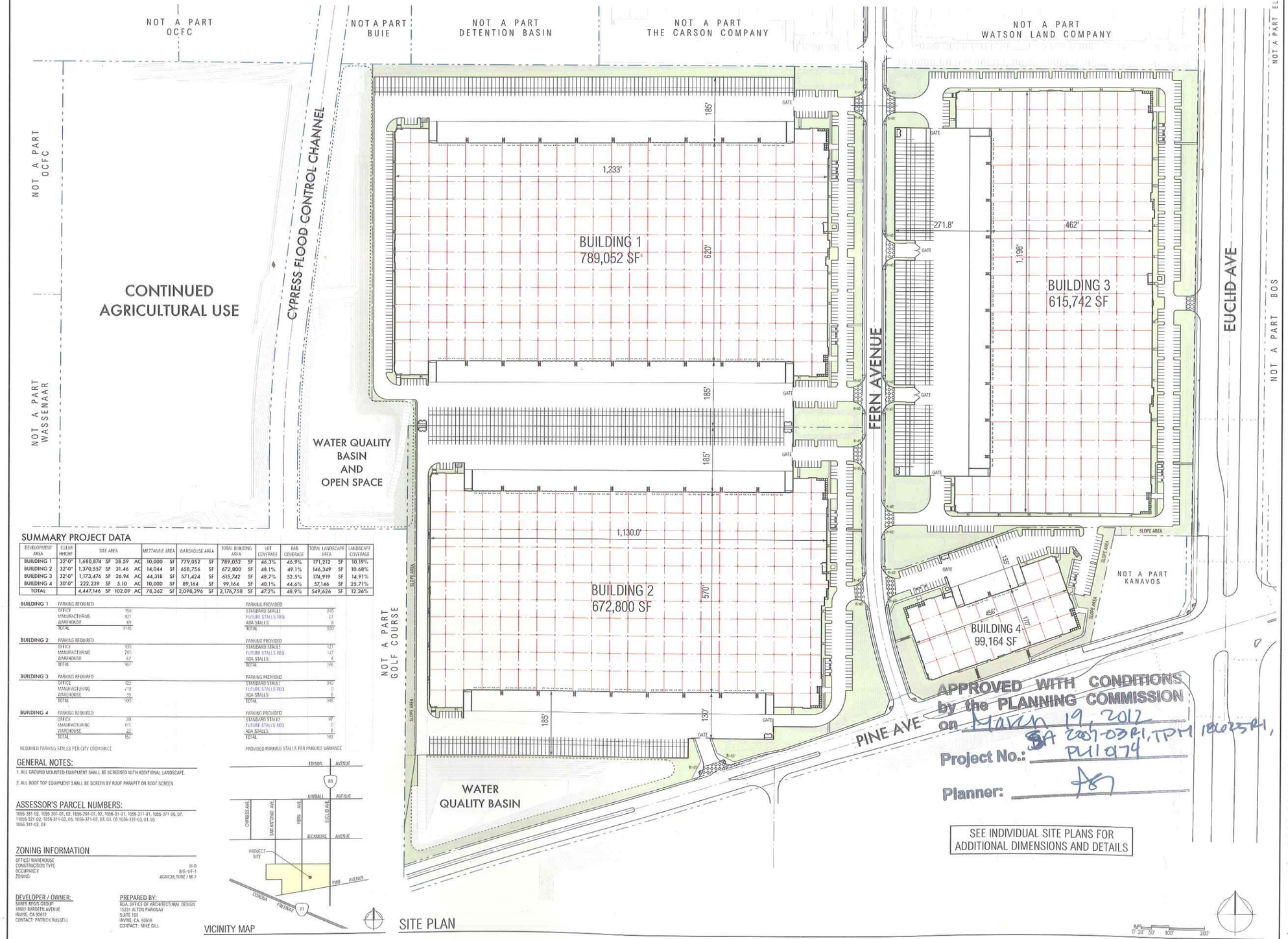
Prohibited Uses

The following uses have been determined to be inappropriate in this Specific Plan and are prohibited in all land use planning areas.

- Abattoir (slaughter house)
- Auto wrecking
- Check-cashing and payday advance
- Junk or salvage yard
- Hazardous materials processing, treatment, or storage
- Kindergarten through 12th grade schools
- Motels (temporary lodging with exterior room doors and halls)
- Outdoor manufacturing, processing or similar outdoor activities
- Recycling facilities
- Residential uses including caretaker units
- Single-room occupancy units

ATTACHMENT E

CITY OF CHINO – SARES-REGIS PROJECT



SUMMARY PROJECT DATA

DEVELOPMENT AREA	CLEAR HEIGHT	SITE AREA	MEZZANINE AREA	WAREHOUSE AREA	TOTAL BUILDING AREA	LOT COVERAGE	FAR COVERAGE	TOTAL LANDSCAPE AREA	LANDSCAPE COVERAGE
BUILDING 1	32'-0"	1,680,874 SF 38.59 AC	10,000 SF	779,052 SF	789,052 SF	46.3%	46.9%	171,212 SF	10.19%
BUILDING 2	32'-0"	1,370,557 SF 31.46 AC	14,044 SF	658,756 SF	672,800 SF	48.1%	49.1%	146,349 SF	10.68%
BUILDING 3	32'-0"	1,173,476 SF 26.94 AC	44,318 SF	571,424 SF	615,742 SF	48.7%	52.5%	174,919 SF	14.91%
BUILDING 4	30'-0"	222,239 SF 5.10 AC	10,000 SF	89,164 SF	99,164 SF	40.1%	44.6%	57,146 SF	25.71%
TOTAL		4,447,146 SF 102.09 AC	78,362 SF	2,098,396 SF	2,176,758 SF	47.2%	48.9%	549,626 SF	12.36%

BUILDING 1				
PARKING REQUIRED			PARKING PROVIDED	
OFFICE	158		STANDARD STALLS	245
MANUFACTURING	921		FUTURE STALLS REQ.	67
WAREHOUSE	69		ADA STALLS	8
TOTAL	1148		TOTAL	320

BUILDING 2				
PARKING REQUIRED			PARKING PROVIDED	
OFFICE	135		STANDARD STALLS	121
MANUFACTURING	765		FUTURE STALLS REQ.	147
WAREHOUSE	67		ADA STALLS	8
TOTAL	967		TOTAL	276

BUILDING 3				
PARKING REQUIRED			PARKING PROVIDED	
OFFICE	123		STANDARD STALLS	340
MANUFACTURING	718		FUTURE STALLS REQ.	0
WAREHOUSE	59		ADA STALLS	8
TOTAL	900		TOTAL	348

BUILDING 4				
PARKING REQUIRED			PARKING PROVIDED	
OFFICE	28		STANDARD STALLS	97
MANUFACTURING	115		FUTURE STALLS REQ.	0
WAREHOUSE	22		ADA STALLS	6
TOTAL	165		TOTAL	103

REQUIRED PARKING STALLS PER CITY ORDINANCE — PROVIDED PARKING STALLS PER PARKING VARIANCE

GENERAL NOTES:

1. ALL GROUND MOUNTED EQUIPMENT SHALL BE SCREENED WITH ADDITIONAL LANDSCAPE.
2. ALL ROOF TOP EQUIPMENT SHALL BE SCREEN BY ROOF PARAPET OR ROOF SCREEN.

ASSESSOR'S PARCEL NUMBERS:

1056-381-02, 1056-301-01, 02, 1056-291-01, 02, 1056-31-01, 1056-311-01, 1056-371-06, 07, 11056-321-02, 1056-311-02, 03, 1056-371-02, 03, 04, 05 1056-331-03, 04, 05
1056-341-02, 03

ZONING INFORMATION

OFFICE/ WAREHOUSE	
CONSTRUCTION TYPE	III-B
OCCUPANCY	B/S-1/F-1
ZONING:	AGRICULTURE / M-2

DEVELOPER / OWNER:
SARES REGIS GROUP
18802 BARDEEN AVENUE
IRVINE, CA 92612
CONTACT: PATRICK RUSSELL

PREPARED BY:
RGA, OFFICE OF ARCHITECTURAL DESIGN
15231 ALTON PARKWAY
SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

VICINITY MAP

SITE PLAN

SEE INDIVIDUAL SITE PLANS FOR ADDITIONAL DIMENSIONS AND DETAILS

APPROVED WITH CONDITIONS by the PLANNING COMMISSION on March 19, 2012
SA 2007-03R1, TPM 18025R1, PUD974
Project No.:
Planner:

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

NEW MASTER CHINO SOUTH DEVELOPMENT

NW CORNER OF EUCLID AND PINE AVENUE
CITY OF CHINO, CA

SARES•REGIS Group
18802 BARDEEN AVENUE
IRVINE, CA 92612-1521
PHONE: 949-756-5959
FAX: 949-756-5955

MARK	DATE	DESCRIPTION
SD	1/05/11	PRELIM. SUBMITTAL
DRC	3/17/11	DRC SUBMITTAL #1
DRC	4/28/11	DRC RESUBMITTAL #2
DRC	7/14/11	DRC RESUBMITTAL #3
DRC	8/5/11	DRC RESUBMITTAL #3
DRC	1/12/12	DRC RESUBMITTAL #3
DRC	3/12/12	DRC RESUBMITTAL #4

RGA PROJECT NO:	06024.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	06024.00.A1-1
DRAWN BY:	MG
CHK'D BY:	MG

SHEET TITLE
CONCEPTUAL MASTER SITE PLAN

SHEET: A1-1

AGENDA ITEM 3
APPLICANT: SARES-REGIS GROUP

ATTACHMENT F

WHITE PAPER ON THE PANAMA CANAL

IWR White Paper

December 2008

The Implications of Panama Canal Expansion to U.S. Ports and Coastal Navigation Economic Analysis

US Army Corps of Engineers®

IWR

www.iwr.usace.army.mil

The proposed expansion of the Panama Canal will have significant impacts on shipping routes, port development, cargo distribution and a host of others to the U.S. maritime system.

One of its greatest impacts will be felt in the fast-growing container trade where expansion will enable larger vessels to transit the canal. Vessel calls on the East and Gulf Coasts are also expected to increase significantly as cargo shifts away from the congested West Coast.

The challenge is predicting the timing and extent of the impacts as well as the location of the impacts on fleets and cargo, i.e., which ports will be impacted? Many Corps planners and decision makers are concerned about these uncertainties and are seeking guidance in developing their assumptions, forecasts and data needs for their navigation studies.

This paper summarizes the experiences in the field along with the challenges given the Panama Canal Expansion project. The paper also provides several recommendations for follow-up studies, which should ultimately lead to standardized assumptions and a revised framework for National Economic Development analyses considering the canal's expansion.

This white paper was prepared at the request of HQUSACE and ASA(CW) to address the impacts the proposed Panama Canal's expansion will have on the Corps' planning community, particularly with respect to economics of deep draft navigation projects.

IWR White Paper

December 2008

The Implications of Panama Canal Expansion to U.S. Ports and Coastal Navigation Economic Analysis

Kevin Knight
Institute for Water Resources

US Army Corps of Engineers®

IWR

www.iwr.usace.army.mil

Preface

This white paper was prepared at the request of HQUSACE and ASA(CW) to address the impacts the proposed Panama Canal's expansion will have on the Corps' planning community, particularly with respect to economics of deep draft navigation projects. This work was performed by the Institute for Water Resources (IWR), under the direction of Robert A. Pietrowsky, in support of Headquarters U.S. Army Corps of Engineers. Mr. Harry Kitch is the Headquarters proponent and Lillian Almodovar is the IWR Program Manager. Kevin Knight served as the author of the white paper and can be contacted for more information at (703) 428-7250. Ian Mathis, Keith Hofseth, David Moser and David Grier, served as advisors and technical reviewers of this white paper.

Disclaimer

This paper represents the views of the author. It does not purport to be official policy by the Department of the Army.

Table of Contents

Figures

Background

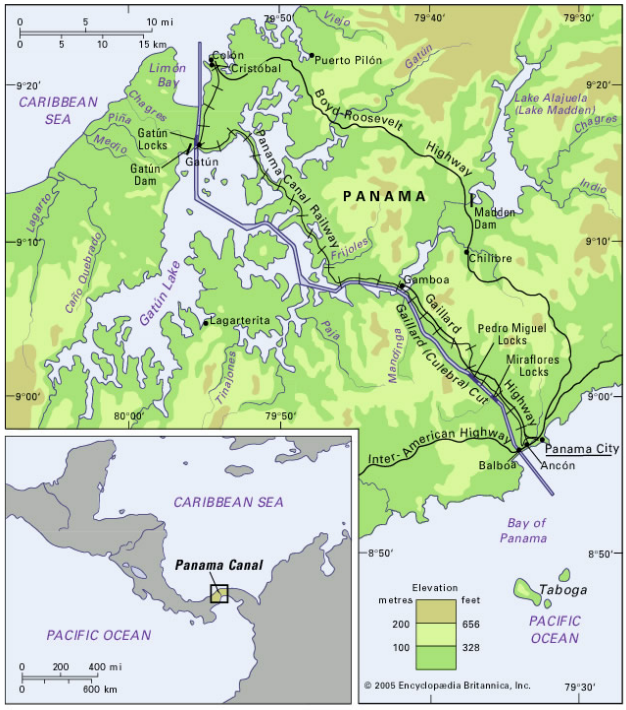
The proposed expansion of the Panama Canal will have significant impacts on shipping routes, port development, cargo distribution and a host of others to the US maritime system. One of its greatest impacts will be felt in the fast-growing container trade where expansion will enable larger vessels to transit the canal. Vessel calls on the East and Gulf Coasts are also expected to increase significantly as cargo shifts away from the congested West Coast. The challenge is predicting the timing and extent of the impacts as well as the location of the impacts on fleets and cargo, i.e., which ports will be impacted? Many Corps planners and decision makers are concerned about these uncertainties and are seeking guidance in developing their assumptions, forecasts and data needs for their navigation studies.

This paper summarizes the experiences in the field along with the challenges given the Panama Canal Expansion project. The paper also provides several recommendations for follow-up studies, which should ultimately lead to standardized assumptions and a revised framework for National Economic Development analyses considering the canal's expansion.

Panama Canal

Since its opening in 1914, the Panama Canal has been hugely successful in linking ship traffic between the Pacific and Atlantic Oceans. The man-made canal is approximately 50 miles long and is comprised of a system of artificial lakes, channels and locks (Figure 1).

Figure 1: Panama Canal



In a given year, more than 14,000 ships pass through the canal, carrying more than 275 million tons of cargo. Approximately 70 percent of the canal's $100 billion containerized cargo is either destined to or coming from the United States. In recent years, canal throughput climbed sharply as increased globalization and congestion in the US West Coast forced shippers to embrace all-water services (Figure 2). As a result, the Panama Canal has gained a sizable share of container traffic headed to the US East Coast (Figure 3).

Figure 2: Historic Growth in Vessel Sizes[1] (Prior to Expansion Plans)

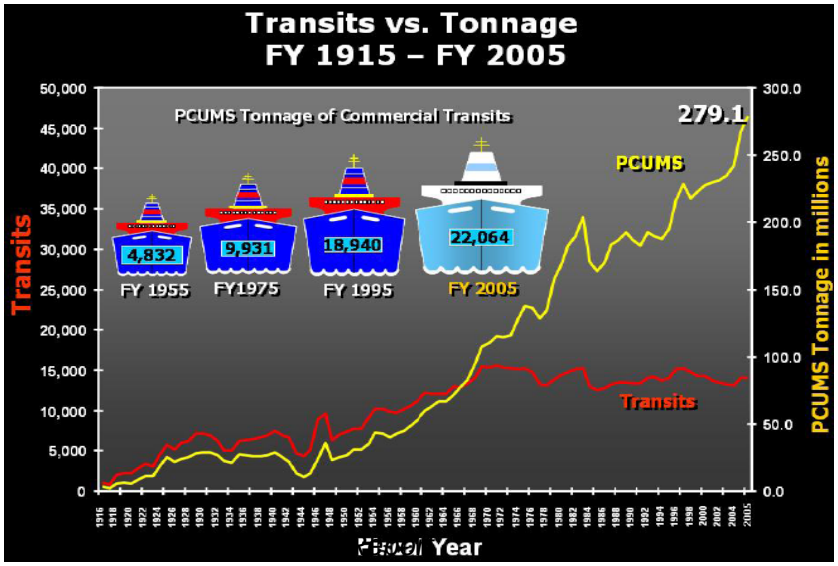
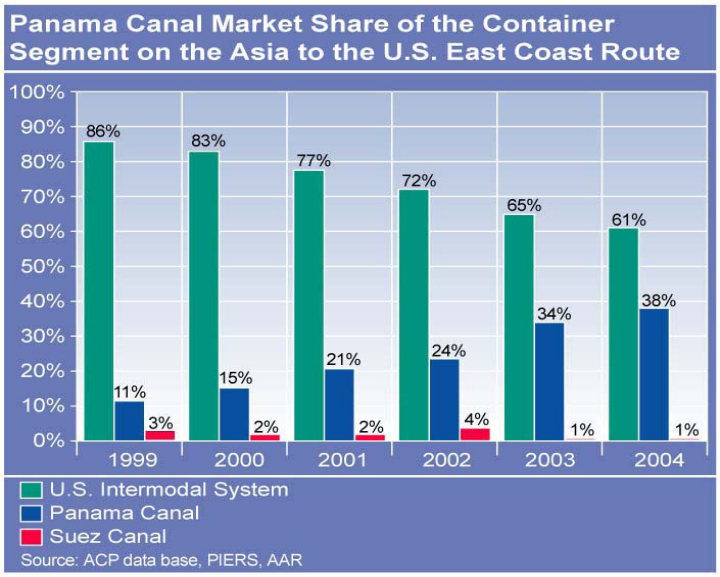


Figure 3



During the high season, it is not uncommon for vessels to wait 10 days before transiting the canal. It can cost shippers as much as $50,000 per day to sit idle, which has resulted in a complex bidding system. In 2006, a British oil tanker paid $220,000 (not including transit fees) to jump ahead of 83 other ships. Moreover, a sizable portion of today's containerships are too large for the canal. Figure 4 shows the existing fleet and new orders of Post-Panamax vessels. Figure 5 shows the changing composition of vessels calling at U.S. ports.

[1] PCMUS is an acronym for Panama Canal Universal Measurement System. A PCMUS is used by the Canal to establish tolls and measures volumetric capacity. A PCUMS is equivalent to approx. 100 ft^3 of cargo space; a 20 ft long container is equivalent to 13 PCUMS tons.

Figure 4

Post-Panamax Container Vessel Fleet

Shipping Company	Existing Post-Panamax Vessel Fleet (Feb. 2006)			New Orders forPost-Panamax Container Vessels			Total Fleet in 2011	
	Total Capacity of existing Post-Panamax Vessels	TEU Range	Total Existing Post-Panamax Vessels	Total Capacity of New Orders	TEU Range	Total Post-Panamax Vessels on order	Number of Post-Panamax Vessels	TEU Capacity
Maersk Line*	409,066	3,700 - 9,200	62	388,108	12,000 - 6,500	42	104	797,174
Mediterranean Shipping (MSC)	146,525	9,200 - 5,500	20	95,000	9,200 - 5,500	13	33	241,525
CMA-CMG	107,074	9,160 - 5,700	16	42,920	9,160 - 8,200	5	21	149,994
Evergreen Mar. Co.	151,310	5,364 - 7024	27	57,241	7,024	8	35	208,551
Hapag Lloyd Cont.	45,916	8,600 - 7,180	6	50,600	8,600 - 8,100	6	12	96,516
China Shipping	81,712	8,468 - 5,618	14	52,230	9,580 - 8,530	6	20	133,942
Hanjin Shipping Co.	37,126	5,308	7	52,000	6,500	8	15	89,126
APL	92,030	5,500 - 4,300	20				20	92,030
Coscon	84,978	5,270 - 5,576	16	80,000	10,000	8	24	164,978
Nippon Yusen Kaisha (NYK)	79,179	6,492 - 4,743	13	123,600	8,200 - 6,500	16	29	202,779
Mitsui O.S.K.	71,537	4,708 - 6,350	13	80,350	8,100 - 6350	11	24	151,887
OOCL	115,632	8,063 - 4,960	20	32,252	8,063	4	24	147,884
K"Line"	78,220	5,500 -5,624	14	87,546	8,120 - 5,624	12	26	165,766
Yang Ming	55,132	5,512	10	73,000	8,000	9	19	128,132
Hamburg Sud	33,312	5,552	6	55,560	5,500	10	16	88,872
Hyundai	32,315	4,411 - 5,700	6	116,400	8,600 - 6,800	15	21	148,715
Others	895,884	4,330 - 9,449	135	680,083	9,580 - 5,527	89	224	1,575,967
Total	**2,516,948**		**405**	**2,066,890**		**262**	**667**	**4,583,838**

*Includes vessels from P&O Nedlloyd, now Maersk Line.
Source: Shipping Intelligence Network, 1 February 2006, Clarkson Research Services

Figure 5: Containership Composition at U.S. Ports

Vessel Size (TEUs)	2001	2002	2003	2004	2005	2006
<1,000	675	566	626	443	394	330
1,000-1,999 (Panamax)	4,975	4,097	3,492	3,463	3,600	3,800
2,000-2,999 (Panamax)	4,434	4,032	4,032	4,470	4,330	3,881
3,000-3,999 (Panamax)	3,464	4,129	4,050	3,959	3,704	3,404
4,000-4,999 (Panamax)	2,574	3,186	3,945	4,210	4,226	4,782
>5,000 (Post-Panamax)	972	1,128	1,142	1,734	2,288	3,312
Total	17,076	17,138	17,287	18,279	18,542	19,509
TEUs per call	2,801	3,020	3,144	3,241	3,321	3,505

Source: American Association of Port Authorities and Terminal Operators

The Expansion Project

Throughout its long history, expansions have been proposed, but not until recently have the plans ever been formalized. On September 3, 2007, the Panama Canal Expansion Project officially began. According to the Panama Canal Authority (ACP), the project is expected to be completed in 2014 and will coincide with the 100th anniversary of the canal. Details of the expansion project include the following integrated components (Figure 6):

- Construction of two lock complexes — one on the Atlantic side and another on the Pacific side — each with three chambers, which include three water-saving

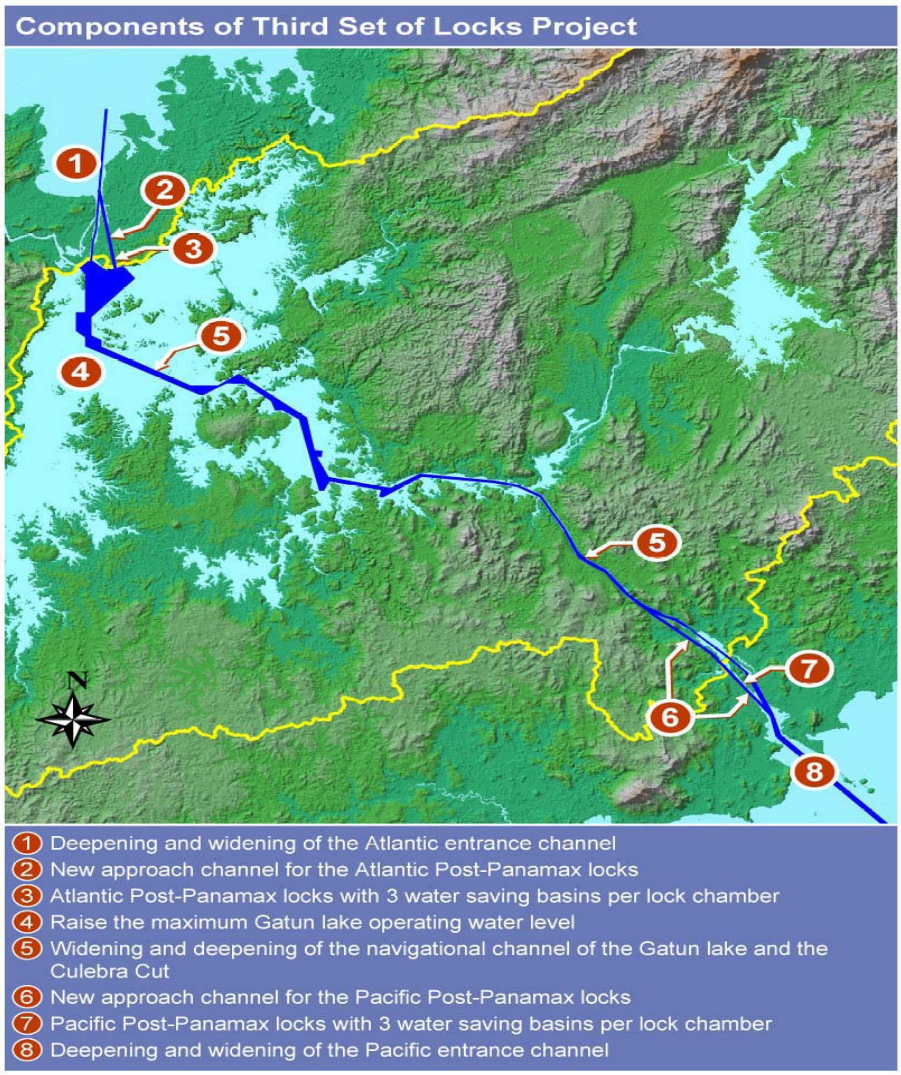
basins (in other words, a new shipping lane);

- Excavation of new access channels to the new locks and the widening of existing navigational channels; and,

- Deepening of the navigation channels and the elevation of Gatun Lake's maximum operating level.

The expansion project is expected to cost approximately $5.2 billion and will be financed through a sophisticated toll system as well as foreign credit[2].

Figure 6

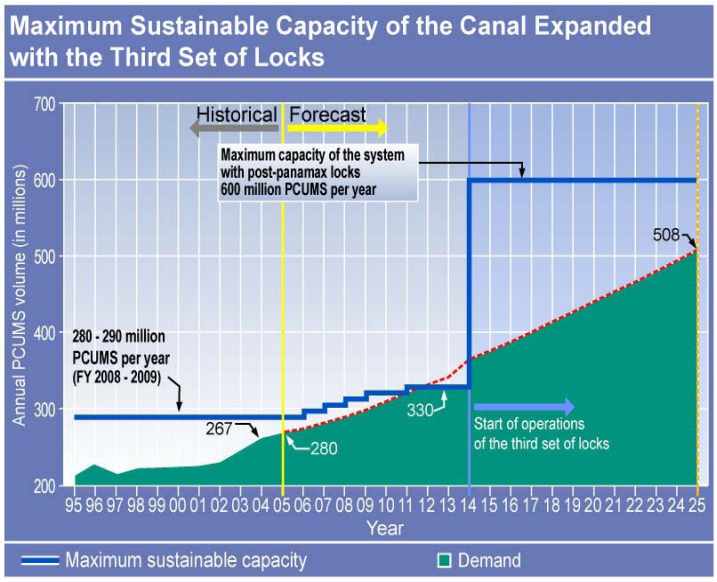


[2] Although the US helped build the canal, it ceded control to the Panamanians in 1999.

Capacity of the Expanded Canal

Global Insight's forecast through 2025 of Canal transits, revenues, PCUMS, and cargo long tons shows that the forecasts are consistent with the trade flows assumptions from the World Trade Model, expectations of toll rates over time, changes in the fleet including competition from containers, and route-switching costs. Several reports have demonstrated that by constructing a third set of locks the canal could reasonably take in 600 million PCUMS, which is nearly double its present maximum sustainable capacity (Figure 7).

Figure 7



Source: ACP Expansion Report, Global Insight

Cargo Growth

In the most probable demand scenario developed by the ACP, cargo volume is expected to increase by an average of 3 percent per year, doubling the 2005 tonnage by 2025. This rate closely mirrors the world trade projections, but is far lower than the expected 6.9 percent annual growth in container trade over the next 20 years[3].

Shipbuilding Trends

While it is well known that increased world trade, particularly with Asia, has been a main catalyst for the Canal's expansion, the other is the ongoing changes to the shipping industry, which continues to deploy larger vessels. Ironically, it was the *decreased* reliance on the Panama Canal that played some role in the rapid growth in the size of containerships. The trans-Pacific Asian trades along with double-stacked railroad cars made the US "land bridge" a successful alternative to the canal. At the same time, deep west coast ports attracted newer, larger generations of vessels. Finally, ocean carriers formed partnerships as a means of sharing slots and co-investing in terminals and new vessels, which were almost always larger.

The maximum size vessel that is able to use the Panama Canal is known as "*Panamax" vessel.* It was designed to fit the chambers of the canal, which are 965 feet long, 106 feet wide and only allow for about 39.5 feet of draft. Upon the completion of the expansion project, a larger class of vessel, known as a "Post-Panamax" vessel would be able to safely move through the canal. Post Panamax containerships generally move about 5,000 to 8,000 containers and have widths of 14 to 20 containers. Some "Super Post Panamax" ships have capacities of 9,000 containers and beyond.
The shipbuilding industry now categorizes separate classes of Post-Panamax vessels which include K, S, G and E classes (Figure 8). The Emma Mærsk, an E-

[3] This rate may be adjusted slightly lower given the present economic slowdown.

Class vessel, is presently the world's largest containership based on twenty-foot equivalent unit (TEU) capacity[4], but she does not stop in the US. In fact, most of the world's largest containerships are exclusively used in the Far East to Europe pendulum (Figure 9). The third set of locks would accommodate E Class vessels, which contain design drafts of 50-51 feet (Figure 10).

Figure 8: Classes of Post-Panamax Vessels

	Class	TEU	Approx Max Draft
1st generation	"K"	~6,000 TEU	47.5'
2nd generation	"S"	~6,600 TEU	47.6'
2nd generation	"G"	~7,500 TEU	48.0'
3rd generation	"E"	~11,000 TEU	51.0'

Figure 9: Ten Largest Containerships, listed by TEU Capacity

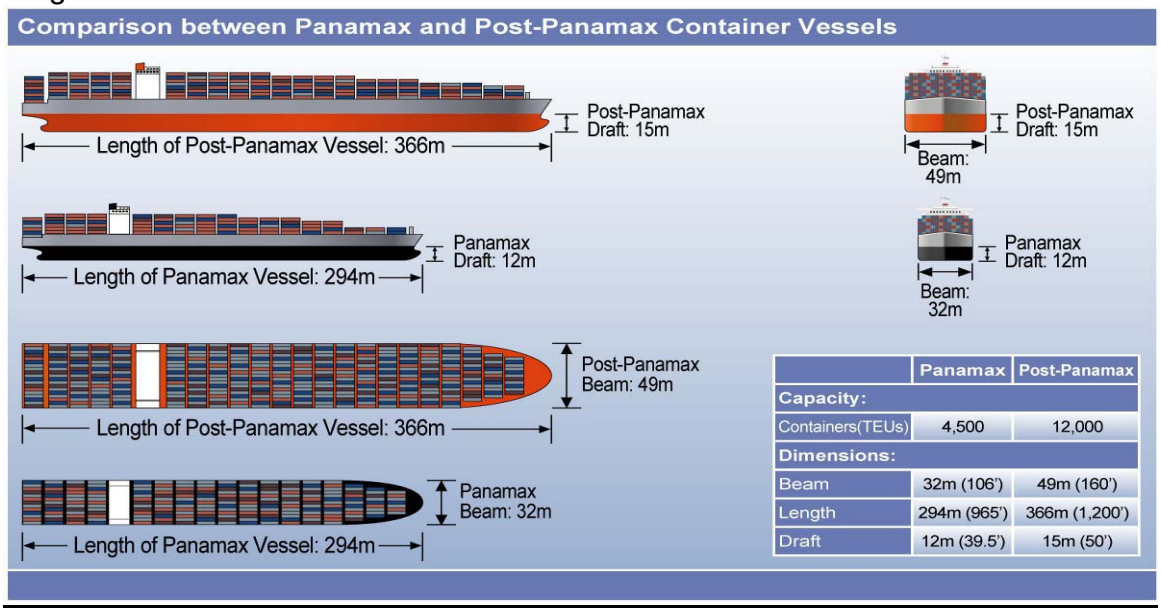
Built	Name	Length	Beam	Maximum TEU	Max Draft	Deadweight Tons	US Ports Called at
2006	Emma Mærsk	1300'	180'	>11,000	51'	156,907	None
2005	Gudrun Mærsk	1200'	140'	10,150	48'	115,700	None
2006	Xin Los Angeles	1100'	150'	9,600	48'	112,488	None
2006	COSCO Guangzhou	1150'	140'	9,450	46'	107,000	None
2006	CMA CGM Medea	1150'	140'	9,415	48'	113,964	None
2003	Axel Mærsk	1156'	140'	9,310	44'	109,000	None
2006	NYK Vega	1100'	150'	9,200	48'	94,000	None
2005	MSC Pamela	1100'	150'	9,178	48'	107,849	None
2006	MSC Madeleine	1140'	140'	9,100	48'	108,637	Los Angeles
2006	Hannover Bridge	1100'	150'	9,040	47'	99,214	None

Source: Lloyd's Register, News Release (2006)

Historically, the newest mega-ships are first deployed on the Far East (Singapore) through Suez Canal to Northern Europe (Rotterdam) service. After several years, as the vessel class expands, the shipping companies often add a Far East-to-US West Coast string but only when it becomes economical to do so (i.e., the demand for cargo is great enough on that route).

[4] A twenty-foot equivalent unit (or TEU) is an inexact unit of cargo capacity used to describe the capacity of container ships. It is based on the volume of a 20-foot long shipping container, a standard-sized metal box which can be easily transferred between ships, trains and trucks.

Figure 10



Source: ACP Report

Shipbuilders are presently toying with the possibility of even larger vessels, but there are theoretical limits because of two main passageways. The Suez Canal could take in a hypothetical “Suezmax” vessel capable of carrying 14,000 TEUs while the Straits of Malacca (separating Malaysia and Indonesia) could support a "Malaccamax" vessel carrying 18,000 TEU. Engineers from Delft University in the Netherlands have already designed an 18,000 TEU vessel. The biggest constraint of this design would be the propeller(s) needed for power. Other constraints, such as time in port and flexibility of service routes are similar to the constraints that eventually limited the growth in size of supertankers.

Vessel Itineraries Given the Limitations at the Panama Canal

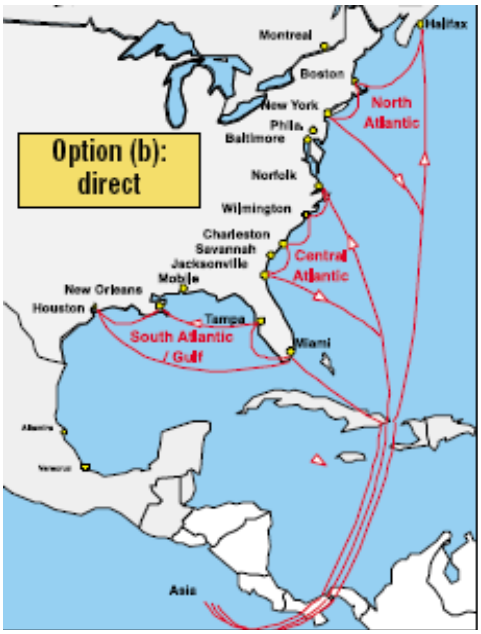
While working on the Port Everglades Deepening Study, the Jacksonville District discovered that the major container lines have generally adopted “pendulum” deployment services to compensate for Post-Panamax vessels unable to transit the Panama Canal. Under a pendulum rotation, a string of vessels will call different port ranges in a back and forth type of deployment. In some instances, the ports called will be the same in both directions; in other instances different ports may be mixed or substituted in the forward and backward deployments. Some of the rotations include: Far East through Suez to U.S. East Coast (Figure 11); European Union to East Coast to Gulf of Mexico; and Round-the-World through Panama Canal (albeit with smaller, Panamax vessels). Rotations may involve swings as long as 50 days between departing and returning to the origin port. The largest vessels to be deployed tend to only frequent the Far East, U.S. West Coast and several European ports.

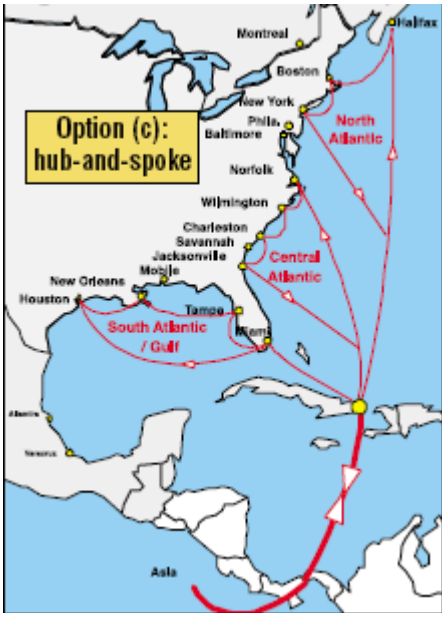
Figure 11: Far East—Suez Canal—U.S. East Coast Pendulum

Vessel Itineraries Post-Expansion of the Panama Canal

Upon its completion, the expanded Panama Canal would reasonably accommodate the largest vessel that presently exists, but not the hypothetical "Suezmax" or "Malaccamax" vessels. It is still unknown what impact the expansion will have on these present pendulum services. Empirical evidence suggests an increased frequency of Round the World routes with the larger, Post-Panamax vessels. The following diagrams reveal four possible service patterns of the all-water Panama links following the canal's expansion.

Possible Service Patterns of the All-Water Panama Links





Option (a): Traditional = A single service that covers the entire Atlantic region

Option (b): Regional Specialization = Three separate services, each focusing on a different USEC region

Option (c): Hub and Spoke = the same, but based on three short regional feeder loops.

Option (d): Global Grid= based on the fourth revolution with counter-rotating ERTW services, handling both the Asian and Mediterranean trades.

Assumptions Used in Corps Economic Analyses

IWR contacted several districts which had recently completed or were undertaking deep draft studies. Some of the districts acknowledged the fact that the Panama Canal would be expanded and provided some form of a sensitivity analysis in their feasibility studies. Other districts did not consider the expansion, since their economic analyses were undertaken before the decision was made to expand the canal. IWR found a lack of consistency among the districts with respect to the vessel behavior following the expansion.

For one study, it was assumed that the improved Panama Canal would come on line in 2015. In addition, they assumed that carriers, given the present 8-year lead time, would make necessary adjustments in their respective vessel fleets to take advantage of the expanded canal to maximize its throughput. The district pointed out that the practice "has been illustrated in historic operations (i.e., maximizing vessel size through the canal) and was further supported by the carrier interviews performed both in 2003 and in 2006". To bolster this assumption, they showed that existing vessel orders for the benefiting carriers were largely comprised of Post-Panamax vessels. Accordingly, they assumed that by 2015, four services using the Panama Canal will shift their existing vessel fleet to an all Post-Panamax fleet. And since these vessels naturally had never used the Panama Canal, the District developed a proxy to estimate the sailing draft distribution for future Post-Panamax vessel calls through the Panama Canal. (Specifically, the District applied the present non-Panama Canal services: East Coast US—Europe—Gulf; and Far East—Suez—East Coast US; as a proxy for the Panama Canal services following the canal's expansion).

While this assumption (maximizing vessel size through the canal based on historical practice) has some merit, past transitions had been made over a much longer time period. Secondly, there is a high degree of uncertainty given carrier interview data. Finally, there is uncertainty associated with using a non-Panama canal fleet as a proxy for vessel behavior in the expanded canal.

For another study, a district assumed one carrier would immediately switch to Post-Panamax vessels once the expansion is completed. They based this assumption on interviews with shippers, who claimed that they would "deploy 8,000 TEU vessels through the canal as early as 2015", but the District ended up applying a smaller class of containership, a more conservative 5,600 TEU vessel, in their model. The number of trips was relatively small compared to other routes (averaging 250,000 boxes per year), yet this particular service did make a difference in the project's overall optimization. Much of the project's benefits are derived from savings in landside (trucking) costs as the improvements would likely divert cargo away from other ports.

Additional Challenges Concerning the Panama Canal

- If the manufacturing centroid shifts from Northeastern China to Western India, as a recent Global Insight report suggests, a shipping route to New York would be 3,308 miles closer via the Suez Canal, or alternatively, 3,308 miles further from the Panama Canal. This might favor ports in the Northeast as a first port of call.

- Recent climate models indicate the Northwest Passage could be ice-free for up to 9 months by the year 2030. Instead of using the Panama Canal, carriers could bring cargo from Northeast Asia directly to the US East Coast via the Passage. This again might favor the Northeast ports as a first port of call and de-emphasize ports in the Southeast and Gulf. It remains to be seen whether shippers will actually practice this, as it remains quite speculative.

- In a widely publicized article in *Containerization International*, there is a strong possibility that Freeport, Bahamas would increase its standing as a trans-shipment port. With a depth of 52 feet, Freeport could become much like a hub airport-- large Post-Panamax vessels could arrive at Freeport and then transfer cargo onto smaller vessels destined for other US ports (Figure 12). Other Caribbean ports such as Puerto Caucedo in the Dominican Republic are also seriously considering expansions to become hub ports. This suggests that the US may not need to deepen as many ports as it believes, or perhaps not as deep.

Figure 12

Source: Containerization International

- Previous projections for new Post-Panamax containerships may have been overly-optimistic. Given the recent credit tightening and sluggish trade as well as rise in the cost of steel, some shipping companies have cancelled their orders for new containerships[5].

- It is also important to note that even following the expansion, there will still be a significant number of Panamax vessels transiting the Panama Canal. Panamax vessels offer a flexible alternative to filling up large containerships. Transshipment services continue to be converted into direct call stings, increasing the availability of more Panamax ships cascading from primary east/west services. In addition, the relatively rapid increase in the container fleet has meant that container ships are, on average, significantly younger than other major components of the world fleet (UNCTAD, 2007). Many of those new vessels are Panamax vessels, which are unlikely to be replaced soon.

- According to the Boston Harbor Feasibility Study, as many as 30 percent of the containers that reach New England originated from the Ports of Los Angeles/Long Beach (Figure 13). This suggests that transit time, inventory costs or value of the cargo may play more prominent roles in the cargo's ultimate destination. These factors should be given adequate consideration in economic analysis.

Figure 13: Ports of Entry for New England TEUs (Proportion of Import TEUs)

Port	2003	2004	2005	2006
PONYNJ	42%	34%	35%	37%
LA/LB	30%	28%	27%	26%
Boston	7%	17%	15%	10%
Others	21%	21%	23%	27%
Total	100%	100%	100%	100%

Source: Boston Harbor Feasibility Report--Economic Appendix (2008)

[5] Furthermore, even the largest containerships have not been drawing the depths they had anticipated after they were built. For example, the deepest the Emma Maersk has ever drafted was 46 feet and that only happened on two occasions. This suggests that vessels are carrying empty containers and/or are carrying less dense cargo such as textiles and electronics.

Concerns and Recommendations for Future IWR Studies

Based on discussions with the districts as well as HQUSACE, this white paper identified the following concerns and their associated recommendations. IWR is proposing to take the lead in completing these studies.

I. Concerns about congestion at the Panama Canal

Capacity for all-water services via the Panama Canal is extremely tight. According to Drewry Shipping Consultants, the Panama Canal can accommodate at most five new liner services by the end of 2008, when it will reach capacity and effectively cut off growth on a key route for all-water services from Asia to the US East Coast. Further, even with the expansion, it is unlikely that all post-Panamax ships will replace the Panamax ships which presently transit the canal. While the project entails constructing an additional lock, the ACP is planning to continue using the existing locks. This suggests that the size of vessels, while important, may not be as critical as the increased traffic brought on by globalization.

Recommendation: Examine the functional capacity of the expanded canal to develop a reasonable estimate on the number of Post-Panamax vessel transits through the Canal in a given year.

II. Concerns about toll structure & pricing

According to Global Insight, the three stage toll increases on containerships that the ACP began phasing in May 2005 has brought the canal's tolls closer to those of the Suez Canal. The cost of expansion could have a significant effect on routing. In its own analysis, Global Insight concluded that if the Panama Canal raised tolls significantly to pay off the debt used to finance expansion, alternate shipping routes like the Suez Canal will become more attractive.

Figure 14 compares the cost of vessels using the Suez Canal versus the Panama Canal for cargo originating in Hong Kong, assuming a 7,482 TEU vessel (50,000 net metric tons). It shows that the Suez Canal could actually be cheaper, even though the voyage is longer[6].

Figure 14: Cost Comparison

	Panama Canal	Suez Canal
Length of Trip		+12 hours
Toll for Ballast	$377,093	$206,301
Toll for Laden	$471,366	$242,351
Additional Costs (at sea)		$231,623
Total Cost	**$848,459**	**$680,275**

[6] The recent run-up in oil costs could certainly change this comparison, however.

Carriers have already been considering new all-water services from East Asia to the US East Coast through the Suez Canal within the next few years. The Suez has fewer restrictions (daytime vs. nighttime) as well. This alone may dampen the forecasts of the traffic through the Panama Canal.

In addition, the existing twin set of Panama locks will continue to be used to accommodate Panamax vessels while the larger locks are expected to accommodate Post-Panamax vessels. The toll system will likely narrow the cost advantage of Post-Panamax vessels; however, the ACP will likely have two different toll structures depending on the vessel size.

Recommendation: Evaluate the toll structure and determine the breakpoints between Panama and the Suez Canals. In addition, examine the tolls and price advantages associated with the new Post-Panamax vessels.

III. Concerns about alternate ports

As global trade continues to expand and larger vessels become commonplace, alternatives to the Panama Canal have been becoming increasingly viable. Several ports in Mexico such as Manzanillo and Ensenada have been actively seeking expansion in response to overcrowding in West Coast ports (and to a lesser extent, recent labor disputes)[7].

Punta Colonet, located 150 miles south of San Diego, is hoping to handle 6 million containers a year with plans for a railroad line to the Mexican border cities of Mexicali or Nogales, or to Yuma, Arizona, or El Paso, Texas. Mexican ports handled a total 3.06 million TEUs in 2007.

At the same time, Prince Rupert in British Columbia is in a great position to capture more containerized cargo from the US West Coast. Although the Port is a relative newcomer to container operations, it sports the deepest, ice-free harbor in North America and is three days closer in sailing time to Asia than the Ports of LA/Long Beach. Moreover, Prince Rupert has a tremendous ability to expand its capacity and is connected to the some of the fastest and most efficient rail lines to the US Midwest, where much of the West Coast traffic is delivered (Figure 15)[8].

[7] In 2002 a labor dispute between the International Longshore and Warehouse Union (ILWU) and the terminal operators at the Los Angeles/Long Beach ports, caused an operational disruption that lasted several months. In 2004, when the cargo volume grew to about 19 million containers, there was also a severe shortage of both union and non-union workers in the terminals.

[8] In a recent press release, the port welcomed the COSCO-Long Beach, a 7,455 TEU vessel. Chicago and Memphis are the ultimate destinations for much of the US-bound cargo.

Figure 15: Terminal Infrastructure, Canadian West Coast

Port	Terminal Name	Dock Length (Ft)	Terminal Area (Acres)	Super Post-Panamax Cranes	Post-Panamax Cranes	Panamax Cranes	Depth Water (Ft)	On-Dock Rail Total Length (Ft)
Prince Rupert	Fairview	1,295	50	3		--	55.0	1,579
Vancouver	Centerm	2,133	72		5	--	50.9	745
	Vanterm	2,031	76	3	4	--	50.2	671
	Deltaport	2,198	160	7		--	52.0	1,067
Total or ave.		6,362	308	10	9	--	51.0	4,062

Source: American Association of Port Authorities and Terminal Operators

It was already mentioned that the hypothetical "Suez-Max" and "Malacca-Max" vessels, will exceed 55 feet in draft and would not fit through the improved Panama Canal, so further adjustments may be needed for those forecasts.

Another factor favoring Canadian or Mexican ports is avoiding the US Harbor Maintenance Tax, which could affect shipping economics for some cargoes.

Recommendation: Investigate likelihood and degree of traffic that would be rerouted from the US West Coast to these alternative ports. Also, recommend comparing the intermodal ("land-bridge") costs with the sailing costs.

IV. Concerns about the reliability of water

For years, the Panama Canal was fed by a series of artificial lakes and dams, ensuring a ready supply of water in a country where rainfall is highly seasonal. However, the expanded project will require a great deal more water for its locks, in spite of providing features which reuse water. Another recent problem is the erosion of the rainforest around the canal, which has, in turn, made it much harder to retain water during the dry seasons. The erosion has also exposed the area, such as the city of Colón, to the risk of flooding. And while the proposed toll system (which charges for water use) as well as draft restrictions may address some of the water shortages, the frequency and severity of water shortages is still unknown.

Recommendation: An evaluation of the likelihood of having an adequate water supply to meet the expected demand. This might have an impact on the number of vessel calls that can reasonably transit the canal, given the less than 100% assurance of water.

V. Which U.S. ports are likely to benefit from the Canal's expansion?

This represents a major concern for economists working on Corps navigation projects. It is certainly true that not all ports will benefit equally or immediately following the expansion. A 2005 report by Drewry Shipping Consultants of London examined the future of the Panama Canal and its effect on shipping and concluded that even 10 years after the Panama Canal is expanded, most US East ports will not have the capacity or the depths to accommodate the amount of Post-Panamax vessels. Already struggling to handle containerships carrying up to 6,000 TEUs, many ports are ill-equipped to deal with a new generation of vessels, soon to appear in the Pacific that will carry more than 8,000 TEUs each. Larger ships require the terminal to have longer docks, more storage area, deeper water at the dock, and a capacity to move containers from the terminal to truck or rail.

According to a white paper prepared by Gulf Engineers & Consultants, the East Coast ports most envisioned to be affected by the Panama Canal expansion are those serving as interstate retail distribution centers for Asian imports such as Norfolk, Charleston, and Savannah. South Florida ports are not geographically situated to serve a US Midwest hinterland compared to these ports.

By focusing on the key variables that drive shipper's behavior, we hope to ultimately develop useful assumptions. If, for example, Assumptions A, B and C are met, containers will be pushed to Ports X, and Z.

Recommendation: A study to assess the ports' capacity and ability to handle the increased arrivals of post-Panamax vessels. Additionally, the study will examine the key variables driving port choice and describe various assumptions would attract/divert containers to different ports.

VI. How much cargo would leave the congested West Coast ports for East Coast (presumably at a lower cost)?

This is difficult to predict. Despite all the congestion, the Ports of Los Angeles/Long Beach (LA/LB) have always managed to accommodate ever more volumes of cargo through productivity improvements, optimizing terminal space, daytime surcharges, medallions, and acquiring new landfills. According to the Port of Long Beach's Master Plan, if year 2020 trade volumes reach the high end of their forecast, the Port of Long Beach will acquire 450 acres of landfills which will support additional cargo handling facilities. LA/LB processed a combined 15 million TEUs in 2007, accounting for 40% of all freight entering the US, including 80% of imports from Asia. Nevertheless, at some point accommodation will be unsustainable.

Recommendation: A study that examines the potential of traffic diversion from LA/LB. This study should examine the intermodal costs and may be combined with the investigation of alternate ports in Mexico and British Columbia. This may be best handled by independent academic analysis such as the Transportation Research Board (TRB).

VII. What influence will the Canal's expansion have on new shipbuilding trends?

In the past, it was the size of the Panama Canal that directly dictated the size of the largest vessels, Panamax vessels. Nowadays, it is post-Panamax vessels that drive the optimization of most port projects. Therefore, a contractor should perform an accurate assessment of the economics that drive shipbuilding. Trade routes, trade volumes, costs including canal tolls should be considered. In addition, care must be taken to assess the effect the recent expansion has on new containership orders instead of rehashing the projected increases in the world fleet.

Recommendation: A study that examines the economics that drives new orders for containerships which will validate whether the expansion is having an influence on the number of Post-Panamax vessels.

What to Do Until Then?

- Account for Uncertainty

ER 1105-2-100, Appendix E, paragraph e5, states "the uncertainty in key variables should be analyzed." As we've seen, particularly with all the speculation surrounding the Panama Canal, coupled by the fact that the container industry is very dynamic, planners will need to acknowledge and incorporate uncertainty in their analyses. As it stands, there is still a lot of uncertainty regarding when the Post-Panamax vessels will actually deploy through the Panama Canal. Other variables subject to uncertainty include forecasted tonnages, vessel fleet composition, and loading practices. To perform successful uncertainty analyses, Districts should assign reasonable uncertainty distributions in their transportation models as a means of identifying the variables which most influence the overall project optimization.

- Enforce a System Approach to Navigation Projects

The Corps must ensure that economists adopt a "system approach" to navigation economic analysis in the same manner that watershed planning and regional sediment management has been encouraged. Far too often, Corps economists zero in on their District's port of study and hinterlands, irrespective to other ongoing deepening projects/studies. Multi-port and regional port analyses are generally viewed as too complex or with little payoff to the district.

Alternatively, the Corps could decide to perform an independent study that investigates the impacts of navigation improvements in a system context. For example, if Harbor X is deepened and not Harbor Y, what would be the total cost of delivering cargo to and from the US? This could be repeated for other ports and combinations of ports. However, given the dynamics of the shipping industry, this would require a tremendous amount of manpower and would require constant updates to be of any use. Yet another approach is to finance a corporate multi-port model that produces baseline forecasts of tonnage and TEUs by port or group of ports. This information could be regarded as the "official" forecasts for planners working on deep draft navigation projects.

- Districts (PDTs) Makes the Decision

Using information collected by IWR's Navigation Data Center, districts could make educated guesses on which ports would likely benefit from an expanded canal. Various metrics such as controlling depth (Figure 16), loaded traffic (Figures 17 & 18) and others could be considered in their overall decision. This likely to be resisted, however since it entails sweeping generalizations of industry behavior. It will also be difficult to determine the *degree* of benefit for each port.

Figure 16: Ports Potentially Impacted by Canal's Expansion (based on controlling depths)

Port[1]	Main Channel Depth	Entrance Channel (Approach) Depth
Long Beach	55'	76'
LA Harbor	53'	81'
Norfolk	50'	55'
Oakland	50'	55'
NY/NJ	50'	53'
Seattle	50'	N/A
Port Everglades, FL	49'	54'
San Juan, PR	46'	66'
Port Freeport, TX	45'	47'
Houston	45'	45'
Mobile Bay	45'	47'
Charleston	45'	47'
Honolulu	45'	50'
Tampa	43'	45'
Portland, OR	43'	48'
Miami[2]	42'	44'
Wilmington	42'	44'
Savannah[3]	42'	42'
Boston[4]	40'	47'
Jacksonville, FL[5]	40'	42'

[1] There is also a proposal for an offshore container terminal at the mouth of the Mississippi River that could handle maximum drafts and then move containers upriver by barge.
[2] GRR recommended -50 feet
[3] GRR studying 44-48 feet
[4] Feasibility Study investigating -45 feet
[5] GRR studying -45 feet

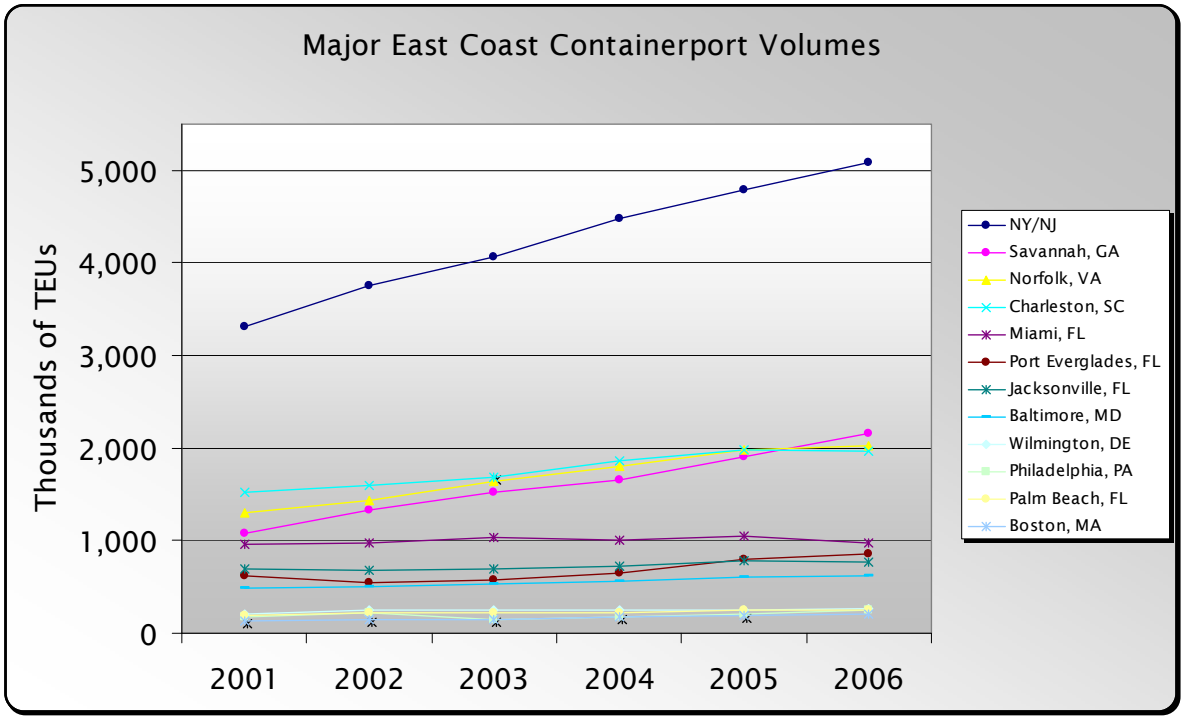
Figure 17: US Waterborne Container Traffic Ranked by Loaded TEUs

Port Waterway	Loaded TEUs (2006)
Los Angeles, CA	5,572,000
Long Beach, CA	5,043,000
New York (and NJ)	3,811,000
Oakland, CA	1,579,000
Savannah, GA	1,574,000
Norfolk Harbor, VA	1,492,000
Charleston, SC	1,482,000
Seattle, WA	1,380,000
Tacoma, WA	1,379,000
Houston, TX	1,316,000
Honolulu, HI	890,000
Miami, FL	740,000
San Juan, PR	690,000

Source: COE, Navigation Data Center Waterborne Commerce Data

Figure 18: Major US East Coast Container Port TEU Volumes 2001 – 2006
(Thousands of TEUs)

Port	2002	2003	2004	2005	2006	Annual Growth
NY/NJ	2,931	3,132	3,409	3,581	3,811	6.78%
Savannah, GA	997	1,129	1,309	1,486	1,574	12.2%
Norfolk, VA	1,119	1,211	1,308	1,436	1,492	7.46%
Charleston, SC	1,220	1,250	1,423	1,514	1,482	4.98%
Miami, FL	804	765	818	778	740	-2.05%
Port Everglades, FL	352	417	502	591	633	15.8%
Jacksonville, FL	687	568	749	582	512	-7.19%
Baltimore, MD	404	423	444	481	483	4.57%
Wilmington, DE	173	183	150	162	170	-0.04%
Philadelphia, PA	72	88	115	131	148	19.7%
Boston, MA	109	120	135	160	158	9.73%
Palm Beach, FL	115	111	131	139	124	1.90%
Source: Corps of Engineers, Navigation Data Center Waterborne Commerce Data						



Summary

As aforementioned, the economic assumptions surrounding the Panama Canal's expansion remain inconsistent throughout the field. Predicting the expansion's impact as well as the timing and location of the impacts on fleets and cargo is very challenging. On top of that, unknowns such as availability of water, development at competing ports, and the melting of the Arctic passage creates a great deal of uncertainty for planners.

In order to foster increased knowledge of the impacts which may ultimately lead to standardized assumptions, HQUSACE should consider the following recommendations for follow-up study:

1. Validate the functional capacity of the expanded Panama Canal.

While the dimensions of the new canal are widely known, estimates of the Post-Panamax vessel calls through the Canal need to be developed. Assumptions (and resulting NED benefits) in many of the Corps navigation analyses will be based on the future Post-Panamax vessel calls to a particular port.

2. Evaluate the toll structure and determine the breakpoints between Panama and the Suez Canal. In addition, examine the tolls and price advantages associated with the new, Post-Panamax vessels

A toll and cost analysis, in conjunction with the functional capacity analysis, should result in more accurate forecasts of the traffic through the Suez and Panama Canals, particularly with respect to Post-Panamax vessels.

3. Perform an evaluation of the likelihood of having an adequate water supply at the Panama Canal to meet the expected demand.

There is still a strong degree of uncertainty regarding the availability of water, despite the project's plans to recycle much of it along with other safeguards (tolls and draft restrictions). An evaluation will help to establish a threshold of potential traffic through the canal given such uncertainty.

4. Undertake a study to assess the ports' capacity and ability to handle the increased arrivals of Post-Panamax vessels.

Ports often claim to have the capacity to handle the size and frequency of the future vessels, but in reality most are ill-equipped to handle such increases. An unbiased study, perhaps in partnership with the US Maritime Administration, will help to assess the capacity of each port and will help strengthen the argument for improvements. In addition, investigating the factors which drive shippers to various ports will help to better define the key assumptions when making forecasts for containership ports.

5. Complete a study that examines the potential of traffic diversion from LA/LB. This study should examine the intermodal costs and may be combined with the investigation of alternate ports in Mexico and British Columbia.

The results of this study will help planners better assess the throughput via the Panama Canal. Successful expansion at competing international ports could also potentially reduce the volume and frequency of Post-Panamax vessels reaching ports on the East Coast.

6. Perform a study that examines the new orders for Post-Panamax containerships given the new plans for expansion.

It has been two years since the decision to expand the canal was approved. By examining the order book for new containerships as well as interviewing shipbuilding companies, the contractor will validate whether additional Post-Panamax vessels will be added to the world fleet. This will presumably have an influence on the number of Post-Panamax calls at several US ports. In addition, an investigation of the basic economics that drive shipbuilding, growth in trade, costs of materials, shipping costs (including canal tolls), will help with assumptions relating to forecasts.

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Appendix

Container Terminal Infrastructure, U.S. West Coast

Port	Terminal Name	Dock Length (Ft)	Terminal Area (Acres)	Super Post-Panamax Cranes	Post-Panamax Cranes	Panamax Cranes	Water Depth (ft)	On-Dock Rail Total Length (ft)
Oakland	Maersk	3,200	148		5	3	45.9	
	Transbay	1,050	49			2	42.0	
	Trapac	1,075	33			3	42.0	
	Ben E. Nutter	2,192	58			4	42.0	
	Hanjin	2,400	120	4			49.9	
	Oakland Int.	3,600	146				49.9	
	APL	2,743	79				42.0	
Los Angeles	West Basin I	1,197	75				45.0	
	West Basin II	3,496	186	4		3	45.0	10,000
	Trans Pacific	4,051	173		11		44.0	
	Port of LA	2,181	86	12	3	1	50.0	32,255
	Yusen	5,799	185	4	2	2	40.0	18,432
	Seaside	4,700	205		8		42.0	
	APL-Gateway	3,998	292	12			50.0	10,000
	APM-Pier 400	7,190	484	14			55.0	30,000
Long Beach	Pier E	2,100	95				53.0	
	Pier T	5,000	345		14		48.0	
	Pier G-J	6,379	246				55.0	
	Pier F	2,750	102		7		55.0	
	Pier J-Pacific	5,800	256	6	7		50.0	
	Pier A	3,600	165	4	6		50.0	
	Pier C60	1,804	58			3	45.0	
Seattle	Terminal 5	2,900	182		6		49.2	1,800
	Terminal 18	4,440	196	4	6		49.2	1,630
	Terminal 25	1,200	35			3	49.2	
	Terminal 46	2,300	88	3	2	1	49.2	
Tacoma	APM	2,200	135	7	5		49.2	19,300
	Husky	1,900	93		4		50.9	26,750
	Olympic	1,100	54		3	1	50.9	26,750
	Pierce	2,260	171				50.9	25,200
	Washington	2,000	80	7			49.9	8,400
Portland	Terminal 6	2,851	200		3	5	40.0	6,152

Source: American Association of Port Authorities and Terminal Operators

U.S. Army Engineer Institute for Water Resources

The Institute for Water Resources (IWR) is a Corps of Engineers Field Operating Activity located within the Washington DC National Capital Region (NCR), in Alexandria, Virginia and with satellite centers in New Orleans, LA and Davis, CA. IWR was created in 1969 to analyze and anticipate changing water resources management conditions, and to develop planning methods and analytical tools to address economic, social, institutional, and environmental needs in water resources planning and policy. Since its inception, IWR has been a leader in the development of strategies and tools for planning and executing the Corps water resources planning and water management programs.

IWR strives to improve the performance of the Corps water resources program by examining water resources problems and offering practical solutions through a wide variety of technology transfer mechanisms. In addition to hosting and leading Corps participation in national forums, these include the production of white papers, reports, workshops, training courses, guidance and manuals of practice; the development of new planning, socio-economic, and risk-based decision-support methodologies, improved hydrologic engineering methods and software tools; and the management of national waterborne commerce statistics and other Civil Works information systems. IWR serves as the Corps expertise center for integrated water resources planning and management; hydrologic engineering; collaborative planning and environmental conflict resolution; and waterborne commerce data and marine transportation systems.

IWR provides managerial and technical support to the Civil Works Planning Community of Practice (CoP) in its execution of the Planning Excellence Program. This includes the management of the Planning Associates (PA) program, which is aimed to groom planning leaders capable of managing complex planning studies that lead to quality decision documents and who will provide water resources technical and professional leadership in the future. IWR also provides support to the local delivery of Planning Core Curriculum courses by the Corps MSCs. These seven courses provide the basic, full-performance training needed by entry level planners across the USACE as the means to accelerate their progress to the journeyman stage of their career development. These courses include: Civil Works Orientation, Planning Principles and Procedures, Environmental Considerations, Economic Analysis, H&H Considerations, Plan Formulation and Public Involvement and Team Planning.

In addition to the Planning CoP, the Institute plays a prominent role in the Economics CoP. The Corps Chief Economist is resident at the Institute, along with a critical mass of economists, sociologists and geographers specializing in water and natural resources investment decision support analysis and multi-criteria tradeoff techniques.

For further information on the Institute's activities associated with the Corps Economics Community of Practice (CoP) please contact Chief Economist, Dr. David Moser, at 703-428-6289, or via-mail at: david.a.moser@usace.army.mil. The IWR contact for the Corps Planning CoP activities is Ms. Lillian Almodovar at 703-428-6021, or: lillian.almodovar@usace.army.mil.

The Director of IWR is Mr. Robert A. Pietrowsky, who can be contacted at 703-428-8015, or via e-mail at: robert.a.pietrowsky@usace.army.mil. Additional information on IWR can be found at: www.iwr.usace.army.mil. IWR's National Capital Region mailing address is:

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ATTACHMENT G

FISCAL IMPACT REPORT - PMC

Fiscal Impact Analysis

Eastvale Commerce Center

Prepared by

PMC®

July 19, 2011

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Figures and Tables

EXECUTIVE SUMMARY

This analysis identifies the estimated fiscal impact that the Eastvale Commerce Center proposed by Lewis Operating Corporation will have on the operation and maintenance budgets of the City of Eastvale. The fiscal analysis primarily addresses the estimated general fund impacts resulting from development as measured by the changes in the operating revenues and expenditures to the city.

Two scenarios are modeled for their fiscal impact on the city budget, one that includes a minimum level of retail space, and the other that includes a maximum level. The net fiscal impact from Scenario 1 (minimum retail use) is an overall annual fiscal surplus from the project that is supported primarily by the business hotel that would be located on the commercial land use. The retail sector would generate the remaining fiscal surplus that would offset the smaller fiscal deficits from the other project land uses including warehousing, light industrial and office. Figure 1 shows the fiscal impact by land use for the minimum retail scenario.

The net fiscal impact from Scenario 2 (maximum retail use) is also an overall annual fiscal surplus from the project. However, the net surplus from this scenario is greater and is supported almost equally between both the business hotel and retail. These land uses would offset the smaller fiscal deficits from industrial, light industrial and office. Figure 2 shows the fiscal impact by land use for the maximum retail scenario.

Figure 1: Net Fiscal Impact, Scenario 1, Minimum Retail

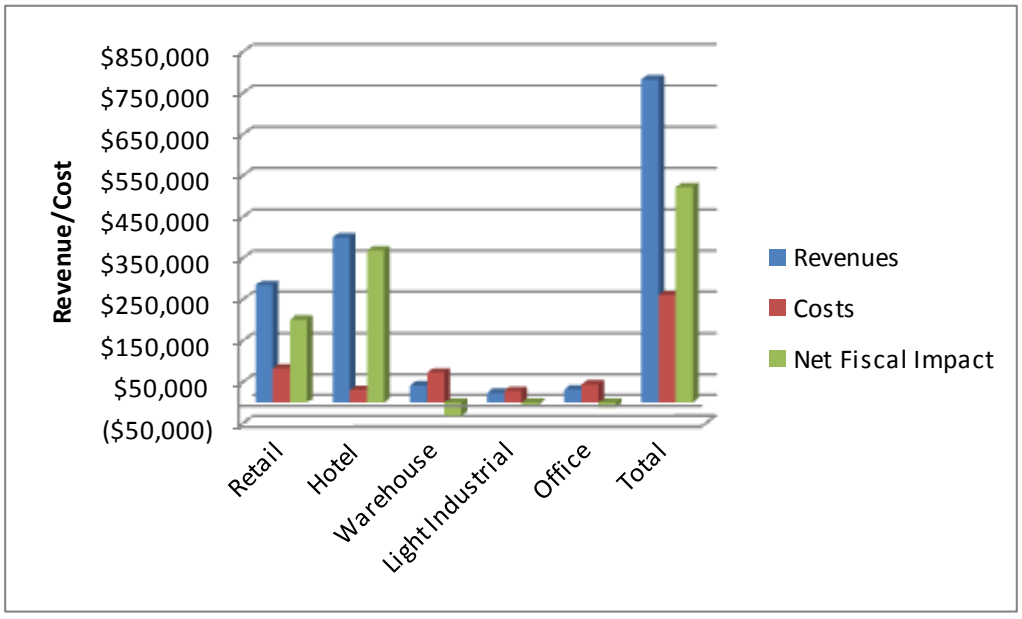
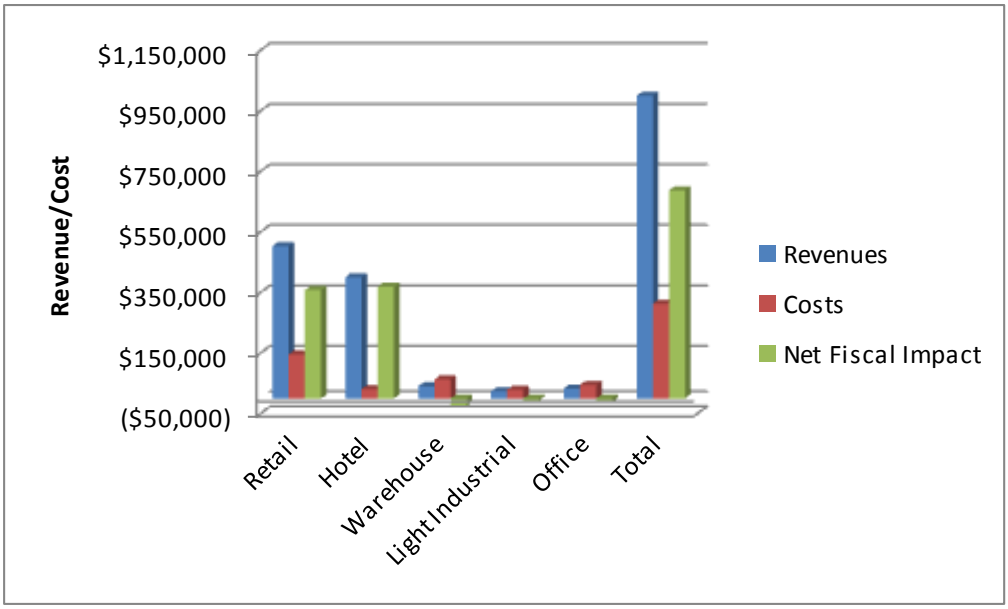


Figure 2: Net Fiscal Impact, Scenario 2, Maximum Retail



For either scenario:

- On a per acre basis, the retail and hotel uses would each generate net surpluses to the city.
- Industrial, light industrial and office would not generate surpluses to the city (see Table 1).

Table 1: Net Fiscal Impact Per Acre

Land Use	Net Fiscal Impact (Per Acre)
Retail	$8,400
Hotel	$50,280
Warehouse	($243)
Light Industrial	($113)
Office	($633)

An ideal land use mix that increases fiscal benefits to the City is to increase the amount of retail and hotel (consistent with the ability to build the project) while decreasing the amount of warehouse and light industrial. Although office is also shown to not have a fiscal benefit, office has the most potential for positive indirect economic impacts compared to warehouse and light industrial. There could be additional indirect benefits that occur off site from these land uses, which are captured through a separate economic impact analysis.

There are basic fundamental differences between a fiscal impact analysis and an economic impact analysis, each of which serves different purposes. The *fiscal impact analysis* compares the costs of providing public services against the public revenues that will be generated by the new development. An *economic impact analysis*, on the other hand, primarily addresses the impacts of the project on the private sector economy including jobs and economic output. The premise of the economic analysis is essentially tracking how a dollar injected into the local economy multiplies through the spending cycle.

While the fiscal impact touches upon aspects of indirect economic benefits, the economic impact analysis also quantifies the indirect, or "spin-off," benefits from the project's land uses. For example, an office land use that attracts new high wage workers may induce additional economic benefits such as spending on office furniture, increases in personal income, and expenditure on goods and services by the new workers within the city.

Although housing is not included in the land use assumptions provided for the analysis, the fiscal impacts on a local jurisdiction from housing development vary in general depending on many variables including the type of housing, local market conditions and geographic location, average household income, property tax rates and public services costs provided by the local jurisdiction. The fiscal impacts from housing tend to be on a moving scale from being negative for higher density low value housing to being positive for higher value housing of various types. In between the end points are combinations of factors that affect whether housing development "pays for itself".

City services costs associated with serving residential are often the highest relative to other land uses, as there is a presumption that services costs are a function of population, and residents are typically treated as full time population in fiscal analyses compared to employees located in non-residential land uses (who are treated as part-time population). Housing, however, provides the demand for goods and services for which suppliers such as retailers locate to meet these needs, and in turn generate additional public revenues to the city. Another benefit of housing development and increased residential population is the additional revenues generated from sources that are mainly on a per capita basis. These revenue sources include the gas tax, local Measure "A" transportation tax, and vehicle license fees.

INTRODUCTION AND PROJECT DESCRIPTION

This analysis identifies the estimated fiscal impact that the Eastvale Commerce Center proposed by Lewis Operating Corporation will have on the operation and maintenance budgets of the City of Eastvale. The fiscal analysis primarily addresses the estimated general fund impacts resulting from development as measured by the changes in the operating revenues and expenditures to the city. The results are presented both in summary and by land use.

The analysis focuses on the fiscal impacts to three public service areas provided by the city including general government and public safety, fire protection, and street maintenance. Information pertaining to the scope of the Eastvale Commerce Center was provided by the project applicant.

The report is separated into the following main sections:

1. Development Parameters including acreage, land use, and projected employment.
2. Methodology of the fiscal impact analysis
3. Summary of Net Fiscal Impact
4. Fiscal Operating Revenues
5. Fiscal Operating Expenditures
6. Appendix of supporting documentation.

Project Land Use and Acreage

The Eastvale Commerce Center is located in the northeast section of the city of Eastvale and includes a proposed land use mix of retail, warehousing, light industrial and office. The project site is bordered by Cantu-Galleano Ranch Road to the north, Interstate 15 to the east, Bellegrave Avenue to the south, and Hamner Avenue to the west. Total net developable acreage of the site is approximately 201 acres. Two building scenarios are modeled for their respective fiscal impacts to the city. The main difference between scenarios is that one includes more retail acreage and less warehouse/industrial use than the other. The acreage and square footage breakdown for the land uses in each scenario are presented in Table 2.

Table 2: Land Use Acres and Square Footage

Scenario 1

	Gross Acres	Net Acres	Max Allowable Square Feet
Retail	27.6	27.6	277,000
Light Industrial	46.5	44.6	925,000
Industrial	110.5	109.7	2,450,000
Office	20.7	19.2	350,000
Total	205.3	201.1	4,002,000

Scenario 2

	Gross Acres	Net Acres	Max Allowable Square Feet
Retail	42.6	42.6	425,000
Light Industrial	46.5	44.6	925,000
Industrial	95.5	94.7	2,100,000
Office	20.7	19.2	350,000
Total	205.3	201.1	3,800,000

Source: Lewis Operating Corp.

Employment Projections

The land uses in each development scenario will result in new employment generation. Using employment density data contained in the Riverside County General Plan combined with building square footage information, an estimation of new employees by land use is derived. For Scenario 1, employment is projected to grow by 3,071 employees on the project site, while for Scenario 2, new employment is projected to be 3,227.

Project Methodology

The fiscal impact was determined through a combined process that includes both the case study method that bases certain revenues and costs on specific characteristics unique to the project, as well as the multiplier method that uses the citywide per capita method. Examples of revenues generated from the project using the case study method include property tax and sales tax, while examples of costs using the same method include police expenditures. The multiplier method is applied to other revenues such as franchise fees and fines, and to other costs including general government, community development and fire protection. Details of the methodology for each revenue and cost are included in further sections of this report.

The fiscal impacts account for on-going revenues and costs that are projected to be incurred by the city as a result of buildout of the Eastvale Commerce Center. Capital costs such as sewer

and water lines and other infrastructure are not included in the analysis as these costs are assumed funded by capital revenues such as impact fees and are generally one time costs. For example, revenues from impact fees are collected at the beginning of a development project, and are not recurring. Likewise, infrastructure investment is implemented one time up front.

Fiscal Impact Analysis versus Economic Impact Analysis

There are basic fundamental differences between a fiscal impact analysis and an economic impact analysis, each of which serves different purposes. The fiscal impact analysis such as the one undertaken in this report calculates how the city's general fund budget is impacted by the new project from a revenue and cost perspective. The fiscal impact analysis compares the costs of providing public services against the public revenues that will be generated by the new development. The end result is either an incremental net surplus to the general fund from the project (more revenues generated than costs incurred), or an incremental net deficit to the general fund from the project.

An economic impact analysis, on the other hand, primarily addresses the impacts of the project on the private sector economy within the local jurisdiction and beyond. Through a different modeling process, impacts projected in this analysis are generally organized into two broad categories. One is the jobs and economic output generated while the project is being constructed, and the second is the jobs and economic output generated after the project is completed. The premise of the analysis is essentially tracking how a dollar injected into the local economy multiplies through the spending cycle, from its introduction during construction to the economic benefits created while being spent within the local economy such as job creation and worker salaries.

While the fiscal impact touches upon aspects of indirect economic benefits, the economic impact analysis would also quantify the indirect, or spin-off, benefits from the project's land uses. For example, an office land use that attracts new workers may induce additional benefits such as spending on office furniture, increases in personal income, and expenditure on goods and services by the new workers within the city. Additional public revenues such as from sales taxes from these expenditures, yet outside the project site, could then be estimated.

NET FISCAL IMPACT

The net fiscal impact from the Eastvale Commerce Center is divided into three fund components: 1) General Fund; 2) Fire Structural Fund; and 3) Road Maintenance. Each is described by the following.

General Fund

The net fiscal impact from Scenario 1 (lower retail use) is a net annual surplus of about $522,000. The majority of the surplus results from the hotel that would be located on the commercial land use, generating $369,000 in net revenues, or 71 percent of the total project

net surplus. The retail sector would generate the remaining net surplus, or $201,000. The combined net deficit from warehousing, light industrial and office land uses is $48,000 per year. Table 3 shows the net fiscal impact by land use.

Table 3: Net Fiscal Impact, General Fund, (Minimum Retail)

Scenario 1

Land Use	Revenues	Costs	Net Fiscal Impact (Using Annual Revenues Only)
Retail	$284,861	$83,568	$201,293
Hotel [(1)]	$400,221	$30,854	$369,366
Warehouse	$41,957	$73,112	($31,155)
Light Industrial	$23,783	$28,820	($5,037)
Office	$32,282	$44,445	($12,163)
Total	$783,104	$260,799	$522,305

(1) Includes collection of Transient Occupancy Tax at 10% rate.

The net fiscal impact from Scenario 2 (higher retail use) is a net annual surplus of about $687,000. The majority of the surplus results from the hotel that would be located on the commercial land use, again generating $369,000 in net revenues, but just 54 percent of the total project net surplus compared to that in Scenario 1. The retail sector would generate the remaining net surplus, or $358,000. The combined net deficit from warehousing, light industrial and office land uses is $40,000 per year. Table 4 shows the net fiscal impact by land use.

Table 4: Net Fiscal Impact, General Fund (Maximum Retail)

Scenario 2

Land Use	Revenues	Costs	Net Fiscal Impact (Using Annual Revenues Only)
Retail	$503,758	$145,592	$358,165
Hotel [(1)]	$400,221	$30,854	$369,366
Warehouse	$39,927	$62,924	($22,997)
Light Industrial	$23,783	$28,820	($5,037)
Office	$32,282	$44,445	($12,163)
Total	$999,970	$312,636	$687,334

(1) Includes collection of Transient Occupancy Tax at 10% rate.

On a per acre basis, each land use would generate the same net fiscal impact between the two scenarios due to the proportional basis of the revenues and costs. The one exception is retail which differs on a per acre basis between the two scenarios because the assumption of the hotel acreage remains the same although the total acreage of commercial changes, resulting in a non-proportional change. This cumulates into a slightly larger net surplus per acre for the higher retail scenario (Scenario 2).

Table 5 summarizes the net fiscal impacts on a per acre basis for each land use type.

Table 5: Net Fiscal Impact, General Fund, Per Acre Basis

Scenario 1

Land Use	Acres	Net Fiscal Impact (Per Acre)
Retail	20.3	$7,286
Hotel (1)	7.3	$50,280
Warehouse	109.7	($284)
Light Industrial	44.6	($113)
Office	19.2	($633)

(1) Assumed acreage for hotel using same floor area ratio as commercial retail.

Scenario 2

Land Use	Acres	Net Fiscal Impact (Per Acre)
Retail	35.3	$8,400
Hotel (1)	7.3	$50,280
Warehouse	94.7	($243)
Light Industrial	44.6	($113)
Office	19.2	($633)

(1) Assumed acreage for hotel using same floor area ratio as commercial retail.

Fire Structural Fund

The fiscal impact on the Fire Structural Fund results in a net fiscal surplus to the fund. More property tax revenues from the project are generated compared to the cost to serve the development. Property tax revenues account for the current condition that parcels planned for retail, hotel and portions of warehouse fall within the Jurupa Valley Redevelopment Project Area. No incremental property tax revenues are assumed allocated to Eastvale from these parcels. However, in Scenario 2, it is assumed that a portion of the expanded retail acreage falls outside the redevelopment area. Table 6 shows the net fiscal impacts for both scenarios.

Table 6: Net Fiscal Impact, Fire Structural Fund

Scenario 1

Land Use	Annual Revenues	Annual Costs	Net Fiscal Impact
Retail (1)	$0	$3,952	($3,952)
Hotel (1)	$0	$1,605	($1,605)
Warehouse (1)	$60,983	$9,831	$51,152
Light Industrial	$40,793	$3,712	$37,081
Office	$33,075	$11,704	$21,371
Total	$134,851	$30,804	$104,047

(1) Retail, hotel and portions of Warehouse land uses fall within the Jurupa Valley Redevelopment Project Area. No property tax revenues are assumed allocated to Eastvale.

Scenario 2

Land Use	Annual Revenues	Annual Costs	Net Fiscal Impact
Retail (1)	$10,937	$6,922	$4,016
Hotel (1)	$0	$1,605	($1,605)
Warehouse (1)	$61,139	$8,427	$52,712
Light Industrial	$40,793	$3,712	$37,081
Office	$33,075	$11,704	$21,371
Total	$145,944	$32,369	$113,575

(1) Retail, hotel and portions of Warehouse land uses fall within the Jurupa Valley Redevelopment Project Area. No property tax revenues are assumed allocated to Eastvale.

On a per acre basis, each land use would generate relatively the same net fiscal impact between the two scenarios due to the proportional basis of the revenues and costs. There is some difference in retail and warehouse between the two scenarios due to the different acreages among these land uses. This cumulates into a slightly larger net surplus per acre for the higher retail scenario (Scenario 2).

Table 7 summarizes the net fiscal impacts on a per acre basis.

Table 7: Net Fiscal Impact, Fire Structural Fund, Per Acre Basis

Scenario 1

Land Use	Acres	Net Fiscal Impact (Per Acre)
Retail	20.3	($195)
Hotel	7.3	($218)
Warehouse	109.7	$466
Light Industrial	44.6	$831
Office	19.2	$1,113

Scenario 2

Land Use	Acres	Net Fiscal Impact (Per Acre)
Retail	35.3	$114
Hotel	7.3	($218)
Warehouse	94.7	$557
Light Industrial	44.6	$831
Office	19.2	$1,113

Road Maintenance

The fiscal impact to road maintenance is the same between the two scenarios based upon the same assumed number of centerline miles in the project. There is no new revenue generated from the project due to the formulas used by the funding sources that pay for street maintenance. These include gas tax revenues and the local Measure A transportation tax which use residential population as the primary basis for allocating revenues to the local jurisdictions for street maintenance. There are no new residents anticipated from the project. Table 8 presents the fiscal impact for road maintenance.

Table 8: Net Fiscal Impact, Road Maintenance

Land Use	Annual Revenues	Annual Costs	Net Fiscal Impact
Retail	$0	$15,422	
Hotel	$0		
Warehouse	$0		
Light Industrial	$0		
Office	$0		
Total	$0	$15,422	($15,422)

Fiscal Impact from Housing Development

Although housing is not included in the land use assumptions provided for the analysis, the fiscal impacts on a local jurisdiction from housing development vary in general depending on many variables including the type of housing, local market conditions and geographic location for such housing, average household income, property tax rates and public services costs provided by the local jurisdiction. The level of property tax revenues generated to support new housing is dependent on the market rate of housing stock that is in demand for the particular project. In addition, the tax allocation factor that determines the amount of tax revenues that the city receives from property taxes is also a significant variable.

From research and reviews of other fiscal impact analyses, the fiscal impacts from housing tend to be on a moving scale from being negative for higher density low value housing to being positive for higher value housing of various types. In between the end points are combinations of factors described above that affect whether housing development "pays for itself".

However, city services costs associated with serving residential land uses are often the highest relative to other land uses, as there is a presumption that services costs are a function of population, and residents are typically treated as full time population in fiscal analyses compared to employees located in non-residential land uses (who are treated as part-time population). Housing, however, provides the demand for goods and services for which suppliers such as retailers locate to meet these needs, and in turn generate additional public revenues to the city.

Another benefit of housing development and increased residential population is the additional revenues generated from sources that are mainly on a per capita basis. These revenue sources include the gas tax, local Measure "A" transportation tax, and vehicle license fees.

FISCAL OPERATING REVENUES

The specific revenues used for the fiscal impact analysis are described below. Data sources include the Eastvale Comprehensive Fiscal Analysis, the FY 2011-12 adopted city budget, and conversations with the Eastvale finance department and the Riverside County Economic Development Agency.

General Fund

Property Tax: Revenues are derived from the ad valorem tax for both secured and unsecured property by land use. It is assumed that unsecured property values are 10 percent of secured valuation. The tax allocation factor (TAF) to derive the tax revenues collected by Eastvale is drawn from the Comprehensive Fiscal Analysis (CFA). The TAF for general fund property tax revenues is 2.56 percent of the 1 percent ad valorem tax rate.

Because several parcels in the Eastvale Commerce Center are contained within the Jurupa Valley Redevelopment Project Area (JVPA), the city does not receive tax increment revenues resulting from physical improvements to the land. The parcels contained in the JVPA are those that have commercial and industrial/warehouse land uses.

Sales Tax (direct): Direct sales tax revenues are based on the taxable sales per square foot of retail. The taxable sales figure is based on the data from the CFA and is assumed to be $177 per square foot. Use of the gross sales per square foot method for new retail is also consistent with the Riverside County Fiscal Analysis Model (adopted March 2002). In many instances a retail market area will have suppliers of both taxable and non taxable goods and services; therefore an assumption is made that 80 percent of the retail square footage provides taxable sales.

In addition to retail sales, according to the Riverside County Fiscal Analysis Model, for a typical hotel, taxable sales are estimated at about 50 percent of gross room receipts from on-site activities such as a restaurant, banquet/meeting rooms, and service. Taxable sales from the hotel are also calculated based on projected room receipts and included in the sales tax figures.

Sales Tax (indirect): Indirect sales tax revenues are based on projected expenditures for lunch in Eastvale by the new employees generated by the project. Assumptions are made regarding the proportion of employees who eat outside the workplace (25 percent), and the capture of expenditures by the city (75 percent).

Transient Occupancy Tax: The hotel that would be located on the project site is proposed as a business type hotel capable of accommodating 125 rooms. Research for this type of hotel indicates a size of about 80,000 square feet. Data regarding occupancy and overnight rates was collected and applied to determine revenues generated from the transient occupancy tax. The tax rate applied is 10 percent which is the same rate as in unincorporated Riverside County.

Franchise Fee, Service Fees, and Fines/Penalties: Revenues from these sources are based on a citywide per service capita that includes both residential population as well as employees in the city. Employees are converted to a full time resident using the ratio of three employees to one resident (same ratio as used in the CFA). The city's budgeted revenue for each of these sources for FY 2011-12 is used to calculate a per service capita amount which is then applied to the employee counts (resident equivalents) in the project area.

Documentary/Transfer Tax: The transfer tax is applied when property is turned over (change in title) and is based on the city's rate of 55 cents per $1,000 valuation. It is assumed that as development of the project area occurs, title is exchanged for the property and the tax rate is applied to the market rate of improvements. This analysis treats this revenue as a one-time source given that the other revenues used in the fiscal impact are incurred on an annual basis. While the transfer tax revenue is generated (about $200,000 for each scenario) and shown in detail in the appendix, the revenue is not part of the fiscal analysis.

Fire Structural Fund

Revenues in the fire structural fund are based on the ad valorem property tax collected within the city. According to the CFA, the tax allocation factor to the city of Eastvale for the fire structural fund is 6.30 percent of the 1 percent rate. This rate is applied to the improved property values in the Eastvale Commerce Center project.

Road Maintenance

Road maintenance revenues are comprised primarily of gas taxes from the state and the local Measure "A" sales tax from the Riverside County Transportation Commission (RCTC). Each funding source uses formulas that allocate funds for street and road maintenance primarily based on residential population. While the city currently receives revenues from these sources as shown in the city budget, the project does not generate new residents. Therefore, it is assumed that the city does not receive an increased allocation of street maintenance revenues from development of the Eastvale Commerce Center.

FISCAL OPERATING EXPENDITURES

The fiscal analysis calculate the project's impact on three public service areas provided by the city including general government and public safety, fire protection, and street maintenance. The city budget separates finances between these three service areas, with this report keeping the same division. Other service data was provided by the County Sheriff Department and County Fire Department. The assumptions for each expenditure are described by the following.

General Government, Community Development and Public Safety

General government services comprise central support functions within the city of Eastvale and include such functions as the City Council, City Manager, City Clerk, City Attorney and Finance.

Community Development includes planning, code enforcement, building, public works and engineering. Public safety functions include police and animal control. General government, community development and animal control expenditures are based on the city's FY 2011-12 budget data and are allocated using the per capita multiplier method. As described earlier, employees in the project area are converted to resident equivalents and then the per capita cost is applied to both development scenarios.

Police expenditures are based on the case study method and incorporate data provided by the Riverside County Sheriff which is contracted by the city. The Sheriff's department provided a breakdown of police service calls by reporting district in Eastvale for a six month period from January to June 2011. The service calls by district were then assigned to a land use (residential, commercial, industrial, etc.) based on the general type of development in each reporting district. The FY 2011-12 budget for police was then allocated to each land use based on the proportion of calls to each land use. The cost per each land use was then further divided into a cost per acre using existing land use acreage information. The police cost per land use in the project area was determined by multiplying the per acre cost by the total acres for each land use in the Eastvale Commerce Center. This is conducted for both scenarios.

Fire Protection

Fire protection expenditures are based on the multiplier method and incorporate data provided by the Riverside County Fire Department which is contracted by the city. The fire department provided the number of service calls in Eastvale for a six month period from January to June 2011. The service call data summarized the type of call citywide (medical, false alarm, etc.) but not by a reporting district or land use. Therefore, the total service calls were used in conjunction with the FY 2011-12 budget for fire and the service population to determine a cost per call and the number of calls per capita. The cost of fire service in the project area was then calculated by multiplying the cost per call per capita by the number of resident equivalent employees in the Eastvale Commerce Center.

Road Maintenance

The project applicant provided data on the estimated linear feet of public streets and lanes that would be included in the project. As the CFA and the city budget both list the number of public streets in Eastvale as centerline miles, a conversion was made from linear feet to centerline miles. Centerline miles is the length of road in each direction of traffic flow regardless of the number of lanes in each direction. For the Eastvale Commerce Center, the centerline miles of public streets was slightly over 2 miles, or over 1 mile in each direction. The estimated unit cost to maintain a centerline mile was found in the CFA.

As assumption was also made that at least one new stop light would be included at one of the street entrances/exits to and from the project area. The estimated unit cost to maintain a signal light was found in the CFA.

APPENDIX

Appendix 1: Service Population, Scenario 1

	Improvement Size (Sq. Ft.)	Sq. Ft. per Employee [1]	Employees	Equivalent Residents (@ 0.31 employees) [2]
Retail 1	60,331	500	121	38
Hotel	80,000	500	160	50
Retail 2 (NAP)	136,670	500	273	85
Warehouse Bldg 1	1,172,964	2,500	469	147
Warehouse Bldg 2	715,276	2,500	286	89
Warehouse Bldg 3	561,760	2,500	225	70
Light Industrial Bldg 4	620,069	2,500	248	78
Light Industrial Bldg 5	197,422	2,500	79	25
Light Industrial Bldg 6	107,508	2,500	43	13
Office	350,000	300	1,167	365
Total	4,002,000		3,071	960
(1) Riverside County General Plan Appendix E: Socioeconomic Build-Out Projections Assumptions & Methodology; Lewis Operating Corp.				
(2) Eastvale CFA, page 14				

Appendix 2: Service Population, Scenario 2

	Improvement Size (Sq. Ft.)	Sq. Ft. per Employee [1]	Employees	Equivalent Residents (@ 0.31 employees) [2]
Retail 1	208,331	500	417	130
Hotel	80,000	500	160	50
Retail 2 (NAP)	136,670	500	273	85
Warehouse Bldg 1	1,005,397	2,500	402	126
Warehouse Bldg 2	613,094	2,500	245	77
Warehouse Bldg 3	481,509	2,500	193	60
Light Industrial Bldg 4	620,069	2,500	248	78
Light Industrial Bldg 5	197,422	2,500	79	25
Light Industrial Bldg 6	107,508	2,500	43	13
Office	350,000	300	1,167	365
Total	3,800,000		3,227	1,008
(1) Riverside County General Plan Appendix E: Socioeconomic Build-Out Projections Assumptions & Methodology; Lewis Operating Corp.				
(2) Eastvale CFA, page 14				

Appendix 3: Improved Valuation, Scenario 1

Improved Valuation, Scenario 1					
Land Use	Lot Size (Net Acres)	FAR	Improvement Size (Sq. Ft.)	Structure Value (per Sq. Ft.) [3]	Structure Improvement Value
Retail 1 [1]	15.05	0.25	60,331	$250	$15,082,625
Hotel [2]			80,000	$250	$20,000,000
Retail 2 (NAP)	12.55		136,670	$250	$34,167,375
Warehouse Bldg 1	109.7	0.55	1,172,964	$70	$82,107,456
Warehouse Bldg 2			715,276	$70	$50,069,338
Warehouse Bldg 3			561,760	$70	$39,323,206
Light Industrial Bldg 4	44.6	0.50	620,069	$70	$43,404,854
Light Industrial Bldg 5			197,422	$70	$13,819,567
Light Industrial Bldg 6			107,508	$70	$7,525,579
Office	19.2	0.55	350,000	$150	$52,500,000
Total	201.1		4,002,000		$358,000,000
(1) Retail 1 improvement size is updated retail sq. ft. net of hotel and NAP (277,000 - 80,000 - 136,670 sq. ft.)					
(2) Hotel square footage based on comparable business hotel with 120 rooms. http://camcoconstruction.com/marriott-courtyard-sandy-ut. Assumes same FAR as retail to derive footprint of 7.35 acres to accommodate 80,000 sq. ft. building.					
(3) Improvement values provided by Lewis Operating Corp.					

Appendix 4: Improved Valuation, Scenario 2

Improved Valuation, Scenario 2					
Land Use	Lot Size (Net Acres)	FAR	Improvement Size (Sq. Ft.)	Structure Value (per Sq. Ft.) [3]	Structure Improvement Value
Retail 1 [1]	30.05	0.25	208,331	$250	$52,082,625
Hotel [2]			80,000	$250	$20,000,000
Retail 2 (NAP)	12.55		136,670	$250	$34,167,375
Warehouse Bldg 1	94.7	0.55	1,005,397	$70	$70,377,819
Warehouse Bldg 2			613,094	$70	$42,916,575
Warehouse Bldg 3			481,509	$70	$33,705,605
Light Industrial Bldg 4	44.6	0.50	620,069	$70	$43,404,854
Light Industrial Bldg 5			197,422	$70	$13,819,567
Light Industrial Bldg 6			107,508	$70	$7,525,579
Office	19.2	0.55	350,000	$150	$52,500,000
Total	201.1		3,800,000		$370,500,000
(1) Retail 1 improvement size is updated retail sq. ft. net of hotel and NAP (425,000 - 80,000 - 136,670 sq. ft.)					
(2) Hotel square footage based on comparable business hotel with 120 rooms. http://camcoconstruction.com/marriott-courtyard-sandy-ut. Assumes same FAR as retail to derive footprint of 7.35 acres to accommodate 80,000 sq. ft. building.					
(3) Improvement values provided by Lewis Operating Corp.					

Appendix 5: Secured Property Tax, Scenario 1

Land Use	Structure Improvement Value	Improved Value in JVPA [1]	Improved Value Outside JVPA	New Secured Property Tax Revenue Generated Outside of JVPA (@ 1% prop. tax rate)	New Secured Property Tax Revenue to Eastvale (@ 2.56% of 1% rate) [2]	New Secured Property Tax Revenue to County Structure Fire Protection (@ 6.30% of 1% rate) [3]
Retail 1	$15,082,625	$15,082,625	$0	$0.00	$0	$0
Hotel	$20,000,000	$20,000,000	$0	$0.00	$0	$0
Retail 2 (NAP)	$34,167,375	$34,167,375	$0	$0.00	$0	$0
Warehouse Bldg 1	$82,107,456	$24,632,237	$57,475,219	$574,752.19	$14,714	$36,209
Warehouse Bldg 2	$50,069,338	$50,069,338	$0	$0.00	$0	$0
Warehouse Bldg 3	$39,323,206		$39,323,206	$393,232.06	$10,067	$24,774
Light Industrial Bldg 4	$43,404,854		$43,404,854	$434,048.54	$11,112	$27,345
Light Industrial Bldg 5	$13,819,567		$13,819,567	$138,195.67	$3,538	$8,706
Light Industrial Bldg 6	$7,525,579		$7,525,579	$75,255.79	$1,927	$4,741
Office	$52,500,000		$52,500,000	$525,000.00	$13,440	$33,075
Total	$358,000,000	$143,951,575	$214,048,425	$2,140,484	$54,796	$134,851
(1) Improved values in JVPA include 33% of Warehouse Bldg. 1						
(2) 2.56% is the General Fund Tax Allocation Factor calculated in the Eastvale Incorporation Study, page. 43.						
(3) 6.30% is the Property Tax Allocation Factor for County Structure Fire Protection calculated in the Eastvale Incorporation Study, page. 43.						

Appendix 6: Secured Property Tax, Scenario 2

Land Use	Structure Improvement Value	Improved Value in JVPA [1]	Improved Value Outside JVPA	New Secured Property Tax Revenue Generated Outside of JVPA (@ 1% prop. tax rate)	New Secured Property Tax Revenue to Eastvale (@ 2.56% of 1% rate) [2]	New Secured Property Tax Revenue to County Structure Fire Protection (@ 6.30% of 1% rate) [3]
Retail 1	$52,082,625	$34,721,750	$17,360,875	$173,608.75	$4,444	$10,937
Hotel	$20,000,000	$20,000,000	$0	$0.00	$0	$0
Retail 2 (NAP)	$34,167,375	$34,167,375	$0	$0.00	$0	$0
Warehouse Bldg 1	$70,377,819	$7,037,782	$63,340,037	$633,400.37	$16,215	$39,904
Warehouse Bldg 2	$42,916,575	$42,916,575	$0	$0.00	$0	$0
Warehouse Bldg 3	$33,705,605		$33,705,605	$337,056.05	$8,629	$21,235
Light Industrial Bldg 4	$43,404,854		$43,404,854	$434,048.54	$11,112	$27,345
Light Industrial Bldg 5	$13,819,567		$13,819,567	$138,195.67	$3,538	$8,706
Light Industrial Bldg 6	$7,525,579		$7,525,579	$75,255.79	$1,927	$4,741
Office	$52,500,000		$52,500,000	$525,000.00	$13,440	$33,075
Total	$370,500,000	$138,843,482	$231,656,518	$2,316,565	$59,304	$145,944
(1) Improved values in JVPA include 10% of Warehouse Bldg. 1 and 67% of retail.						
(2) 2.56% is the General Fund Tax Allocation Factor calculated in the Eastvale Incorporation Study, page. 43.						
(3) 6.30% is the Property Tax Allocation Factor for County Structure Fire Protection calculated in the Eastvale Incorporation Study, page. 43.						

Appendix 7: Unsecured Property Tax Valuation, Scenario 1

Unsecured Property Tax Valuation, Scenario 1		
Assume 10% of secured property taxes, applicable to non-residential valuations.		
Land Use	New Secured Property Tax Revenue to Eastvale (@ 2.56% of 1% rate)	Unsecured Property Tax Revenue to Eastvale (@ 10% of secured property tax
Retail 1	$0	$0
Hotel	$0	$0
Retail 2 (NAP)	$0	$0
Warehouse Bldg 1	$14,714	$1,471
Warehouse Bldg 2	$0	$0
Warehouse Bldg 3	$10,067	$1,007
Light Industrial Bldg 4	$11,112	$1,111
Light Industrial Bldg 5	$3,538	$354
Light Industrial Bldg 6	$1,927	$193
Office	$13,440	$1,344
Total	$54,796	$5,480

Appendix 8: Unsecured Property Tax Valuation, Scenario 2

Unsecured Property Tax Valuation, Scenario 2		
Assume 10% of secured property taxes, applicable to non-residential valuations.		
Land Use	New Secured Property Tax Revenue to Eastvale (@ 2.56% of 1% rate)	Unsecured Property Tax Revenue to Eastvale (@ 10% of secured property tax
Retail 1	$4,444	$444
Hotel	$0	$0
Retail 2 (NAP)	$0	$0
Warehouse Bldg 1	$16,215	$1,622
Warehouse Bldg 2	$0	$0
Warehouse Bldg 3	$8,629	$863
Light Industrial Bldg 4	$11,112	$1,111
Light Industrial Bldg 5	$3,538	$354
Light Industrial Bldg 6	$1,927	$193
Office	$13,440	$1,344
Total	$59,304	$5,930

Appendix 9: Documentary/Transfer Tax, Scenario 1

Transfer Tax, Scenario 1		
Land Use	Structure Improvement Value	City Documentary Transfer Tax (@ $0.55 per $1,000 valuation)
Retail 1	$15,082,625	$8,295
Hotel	$20,000,000	$11,000
Retail 2 (NAP)	$34,167,375	$18,792
Warehouse Bldg 1	$82,107,456	$45,159
Warehouse Bldg 2	$50,069,338	$27,538
Warehouse Bldg 3	$39,323,206	$21,628
Light Industrial Bldg 4	$43,404,854	$23,873
Light Industrial Bldg 5	$13,819,567	$7,601
Light Industrial Bldg 6	$7,525,579	$4,139
Office	$52,500,000	$28,875
Total	$358,000,000	$196,900

Appendix 10: Documentary/Transfer Tax, Scenario 2

Transfer Tax, Scenario 2		
Land Use	Structure Improvement Value	City Documentary Transfer Tax (@ $0.55 per $1,000 valuation)
Retail 1	$52,082,625	$28,645
Hotel	$20,000,000	$11,000
Retail 2 (NAP)	$34,167,375	$18,792
Warehouse Bldg 1	$70,377,819	$38,708
Warehouse Bldg 2	$42,916,575	$23,604
Warehouse Bldg 3	$33,705,605	$18,538
Light Industrial Bldg 4	$43,404,854	$23,873
Light Industrial Bldg 5	$13,819,567	$7,601
Light Industrial Bldg 6	$7,525,579	$4,139
Office	$52,500,000	$28,875
Total	$370,500,000	$203,775

Appendix 11: Direct Sales Tax Revenue, Scenario 1

Direct Sales Tax Revenue, Scenario 1					
Land Use	Gross Retail Square Footage	Gross annual sales per square foot [1]	Gross Annual Retail Sales	Taxable Retail Sales (@ 80% of Gross)	Annual Retail Sales Tax Revenue to Eastvale (@ 1%)
Retail 1	60,331	$177	$10,678,499	$8,542,799	$85,428
Retail 2 (NAP)	136,670	$177	$24,190,502	$19,352,401	$193,524
Hotel [2]			$1,912,600	$1,530,080	$15,301
Total	197,000		$36,781,600	$29,425,280	$294,253

(1) Eastvale Incorporation Study, page 43. Use of gross sales per square foot for new retail is consistent with Riverside County Fiscal Analysis Model March 2002.

(2) According to the Riverside County Fiscal Analysis Model March 2002, for a typical hotel, taxable sales are estimated at about 50% of gross room receipts from on-site activities such as restaurant, banquet/meeting rooms, and service. Room receipts are calculated for purposes of the transient occupancy tax.

Appendix 12: Direct Sales Tax Revenue, Scenario 2

Direct Sales Tax Revenue, Scenario 2					
Land Use	Gross Retail Square Footage	Gross annual sales per square foot [1]	Gross Annual Retail Sales	Taxable Retail Sales (@ 80% of Gross)	Annual Retail Sales Tax Revenue to Eastvale (@ 1%)
Retail 1	208,331	$177	$36,874,499	$29,499,599	$294,996
Retail 2 (NAP)	136,670	$177	$24,190,502	$19,352,401	$193,524
Hotel [2]			$1,912,600	$1,530,080	$15,301
Total	345,000		$62,977,600	$50,382,080	$503,821

(1) Eastvale Incorporation Study, page 43. Use of gross sales per square foot for new retail is consistent with Riverside County Fiscal Analysis Model March 2002.

(2) According to the Riverside County Fiscal Analysis Model March 2002, for a typical hotel, taxable sales are estimated at about 50% of gross room receipts from on-site activities such as restaurant, banquet/meeting rooms, and service. Room receipts are calculated for purposes of the transient occupancy tax.

Appendix 13: Indirect Sales Tax Revenue, Scenario 1

	Improvement Size (Sq. Ft.)	Sq. Ft. per Employee [(1)]	Employees	% eating out	Daily luch expenditure	Work Days/Year	Expenditure Captured by Eastvale (@ 75% capture)	Indirect Sales Tax Revenue to Eastvale (@ 1%)
Retail 1	60,331	500	121	25%	$10	250	$56,560	$566
Hotel	80,000	500	160	25%	$10	250	$75,000	$750
Retail 2 (NAP)	136,670	500	273	25%	$10	250	$128,128	$1,281
Warehouse Bldg 1	1,172,964	2,500	469	25%	$10	250	$219,931	$2,199
Warehouse Bldg 2	715,276	2,500	286	25%	$10	250	$134,114	$1,341
Warehouse Bldg 3	561,760	2,500	225	25%	$10	250	$105,330	$1,053
Light Industrial Bldg 4	620,069	2,500	248	25%	$10	250	$116,263	$1,163
Light Industrial Bldg 5	197,422	2,500	79	25%	$10	250	$37,017	$370
Light Industrial Bldg 6	107,508	2,500	43	25%	$10	250	$20,158	$202
Office	350,000	300	1,167	25%	$10	250	$546,875	$5,469
Total	4,002,000		3,071				$1,439,375	$14,394

(1) Riverside County General Plan Appendix E: Socioeconomic Build-Out Projections Assumptions & Methodology; Lewis Operating Corp.

Appendix 14: Indirect Sales Tax Revenue, Scenario 2

	Improvement Size (Sq. Ft.)	Sq. Ft. per Employee [(1)]	Employees	% eating out	Daily luch expenditure	Work Days/Year	Expenditure Captured by Eastvale (@ 75% capture)	Indirect Sales Tax Revenue to Eastvale (@ 1%)
Retail 1	208,331	500	417	25%	$10	250	$195,310	$1,953
Hotel	80,000	500	160	25%	$10	250	$75,000	$750
Retail 2 (NAP)	136,670	500	273	25%	$10	250	$128,128	$1,281
Warehouse Bldg 1	1,005,397	2,500	402	25%	$10	250	$188,512	$1,885
Warehouse Bldg 2	613,094	2,500	245	25%	$10	250	$114,955	$1,150
Warehouse Bldg 3	481,509	2,500	193	25%	$10	250	$90,283	$903
Light Industrial Bldg 4	620,069	2,500	248	25%	$10	250	$116,263	$1,163
Light Industrial Bldg 5	197,422	2,500	79	25%	$10	250	$37,017	$370
Light Industrial Bldg 6	107,508	2,500	43	25%	$10	250	$20,158	$202
Office	350,000	300	1,167	25%	$10	250	$546,875	$5,469
Total	3,800,000		3,227				$1,512,500	$15,125

(1) Riverside County General Plan Appendix E: Socioeconomic Build-Out Projections Assumptions & Methodology; Lewis Operating Corp.

Appendix 15: Transient Occupancy Tax

Number of Rooms	Annual Available Rooms (@ 365 days)	Average Occupancy Rate [1]	Average Room Rate [1]	Total Room Sales Revenue	Transient Occupancy Tax Rate [2]	Annual TOT Revenues to Eastvale
125	45,625	65.50%	$128	$3,825,200	10%	$382,520

(1) Average occupancy rate and average room rate for full service hotels in the Mountain and Pacific region per the 2010 USA Edition of Trends in the Hotel Industry prepared by PKF Hospitality Research.

(2) The transient occupancy tax is assumed to be the same as the unincorporated Riverside tax of 10.0% applied to the cost of hotel rooms.

Appendix 16: Franchise Fee, Scenario 1

Service Population		FY 2011-12 Revenue	Revenue per capita
Residents [1]	54,303		
Weighted Employees (Equiv. Residents) [2]	1,748		
	56,051	$945,296	$17
	Employees	Resident Equiv (@ 0.31)	Fee Revenues
Retail 1	121	38	$636
Hotel	160	50	$843
Retail 2 (NAP)	273	85	$1,441
Warehouse Bldg 1	469	147	$2,473
Warehouse Bldg 2	286	89	$1,508
Warehouse Bldg 3	225	70	$1,184
Light Industrial Bldg 4	248	78	$1,307
Light Industrial Bldg 5	79	25	$416
Light Industrial Bldg 6	43	13	$227
Office	1,167	365	$6,149
Total	3,071	960	$16,183
(1) City of Eastvale FY 2011-12 Budget			
(2) Eastvale CFA			

Appendix 17: Franchise Fee, Scenario 2

Service Population		FY 2011-12 Revenue	Revenue per capita
Residents [1]	54,303		
Weighted Employees (Equiv. Residents) [2]	1,748		
	56,051	$945,296	$17
	Employees	Resident Equiv (@ 0.31)	Fee Revenues
Retail 1	417	130	$2,196
Hotel	160	50	$843
Retail 2 (NAP)	273	85	$1,441
Warehouse Bldg 1	402	126	$2,119
Warehouse Bldg 2	245	77	$1,292
Warehouse Bldg 3	193	60	$1,015
Light Industrial Bldg 4	248	78	$1,307
Light Industrial Bldg 5	79	25	$416
Light Industrial Bldg 6	43	13	$227
Office	1,167	365	$6,149
Total	3,227	1,008	$17,005
(1) City of Eastvale FY 2011-12 Budget			
(2) Eastvale CFA			

Appendix 18: Fees for Service, Scenario 1

Fees for Services (planning, building, engineering)			
Service Population		FY 2011-12 Revenue	Revenue per capita
Residents	54,303		
Weighted Employees (Equiv. Residents)	1,748		
	56,051	$779,098	$14
	Employees	Resident Equiv (@ 0.31)	Fee Revenues
Retail 1	121	38	$524
Hotel	160	50	$695
Retail 2 (NAP)	273	85	$1,187
Warehouse Bldg 1	469	147	$2,038
Warehouse Bldg 2	286	89	$1,243
Warehouse Bldg 3	225	70	$976
Light Industrial Bldg 4	248	78	$1,077
Light Industrial Bldg 5	79	25	$343
Light Industrial Bldg 6	43	13	$187
Office	1,167	365	$5,068
Total	3,071	960	$13,338

Appendix 19: Fees for Service, Scenario 2

Fees for Services (planning, building, engineering)			
Service Population		FY 2011-12 Revenue	Revenue per capita
Residents	54,303		
Weighted Employees (Equiv. Residents)	1,748		
	56,051	$779,098	$14
	Employees	Resident Equiv (@ 0.31)	Fee Revenues
Retail 1	417	130	$1,810
Hotel	160	50	$695
Retail 2 (NAP)	273	85	$1,187
Warehouse Bldg 1	402	126	$1,747
Warehouse Bldg 2	245	77	$1,065
Warehouse Bldg 3	193	60	$837
Light Industrial Bldg 4	248	78	$1,077
Light Industrial Bldg 5	79	25	$343
Light Industrial Bldg 6	43	13	$187
Office	1,167	365	$5,068
Total	3,227	1,008	$14,016

Appendix 20: Fines and Penalties, Scenario 1

Fines and Penalties, Scenario 1			
Service Population		FY 2011-12 Revenue	Revenue per capita
Residents	54,303		
Weighted Employees (Equiv. Residents)	1,748		
	56,051	$125,000	$2
	Employees	Resident Equiv (@ 0.31)	Fee Revenues
Retail 1	121	38	$84
Hotel	160	50	$112
Retail 2 (NAP)	273	85	$190
Warehouse Bldg 1	469	147	$327
Warehouse Bldg 2	286	89	$199
Warehouse Bldg 3	225	70	$157
Light Industrial Bldg 4	248	78	$173
Light Industrial Bldg 5	79	25	$55
Light Industrial Bldg 6	43	13	$30
Office	1,167	365	$813
Total	3,071	960	$2,140

Appendix 21: Fines and Penalties, Scenario 2

Fines and Penalties, Scenario 2			
Service Population		FY 2011-12 Revenue	Revenue per capita
Residents	54,303		
Weighted Employees (Equiv. Residents)	1,748		
	56,051	$125,000	$2
	Employees	Resident Equiv (@ 0.31)	Fee Revenues
Retail 1	417	130	$290
Hotel	160	50	$112
Retail 2 (NAP)	273	85	$190
Warehouse Bldg 1	402	126	$280
Warehouse Bldg 2	245	77	$171
Warehouse Bldg 3	193	60	$134
Light Industrial Bldg 4	248	78	$173
Light Industrial Bldg 5	79	25	$55
Light Industrial Bldg 6	43	13	$30
Office	1,167	365	$813
Total	3,227	1,008	$2,249

Appendix 22: Summary of Revenues, Recurring, Scenario 1

General Fund Revenues									
Recurring (annually)									
Land Use	Secured Property Tax	Unsecured Property Tax	Sales Tax (Direct)	Sales Tax (Indirect)	Transient Occupancy Tax	Franchise Fee	Fees for Service	Fines, Forfeitures	Total Recurring
Retail 1	$0	$0	$85,428	$566		$636	$524	$84	$87,238
Hotel	$0	$0	$15,301	$750	$382,520	$843	$695	$112	$400,221
Retail 2 (NAP)	$0	$0	$193,524	$1,281		$1,441	$1,187	$190	$197,624
Warehouse Bldg 1	$14,714	$1,471		$2,199		$2,473	$2,038	$327	$23,222
Warehouse Bldg 2	$0	$0		$1,341		$1,508	$1,243	$199	$4,291
Warehouse Bldg 3	$10,067	$1,007		$1,053		$1,184	$976	$157	$14,444
Light Industrial Bldg 4	$11,112	$1,111		$1,163		$1,307	$1,077	$173	$15,943
Light Industrial Bldg 5	$3,538	$354		$370		$416	$343	$55	$5,076
Light Industrial Bldg 6	$1,927	$193		$202		$227	$187	$30	$2,764
Office	$13,440	$1,344		$5,469		$6,149	$5,068	$813	$32,282
Total	$54,796	$5,480	$294,253	$14,394	$382,520	$16,183	$13,338	$2,140	$783,104

Appendix 23: Summary of Revenues, Recurring, Scenario 2

General Fund Revenues									
Recurring (annually)									
Land Use	Secured Property Tax	Unsecured Property Tax	Sales Tax (Direct)	Sales Tax (Indirect)	Transient Occupancy Tax	Franchise Fee	Fees for Service	Fines, Forfeitures	Total Recurring
Retail 1	$4,444	$444	$294,996	$1,953		$2,196	$1,810	$290	$306,134
Hotel	$0	$0	$15,301	$750	$382,520	$843	$695	$112	$400,221
Retail 2 (NAP)	$0	$0	$193,524	$1,281		$1,441	$1,187	$190	$197,624
Warehouse Bldg 1	$16,215	$1,622		$1,885		$2,119	$1,747	$280	$23,868
Warehouse Bldg 2	$0	$0		$1,150		$1,292	$1,065	$171	$3,678
Warehouse Bldg 3	$8,629	$863		$903		$1,015	$837	$134	$12,380
Light Industrial Bldg 4	$11,112	$1,111		$1,163		$1,307	$1,077	$173	$15,943
Light Industrial Bldg 5	$3,538	$354		$370		$416	$343	$55	$5,076
Light Industrial Bldg 6	$1,927	$193		$202		$227	$187	$30	$2,764
Office	$13,440	$1,344		$5,469		$6,149	$5,068	$813	$32,282
Total	$59,304	$5,930	$503,821	$15,125	$382,520	$17,005	$14,016	$2,249	$999,970

Appendix 24: Cost Impact on General Fund and Road Maintenance, Scenario 1

	Annual Budget Cost Summary [1]	Unit Factor	Unit Count (Service Pop'n)	Cost/Unit	Project Area Unit Count (Resident Equivalents)	Total Project Area Cost
General Fund Cost						
General Government and Community Development						
General Government	$2,064,925	Per Service Capita	56,051	$37	960	$35,351
Community Development	$1,702,140	Per Service Capita	56,051	$30	960	$29,140
Subtotal General Government and Community Development						$64,491
Public Safety						
Police	$5,031,483	Service Calls/Acreage	see accompanying sheet			$163,143
Animal Control	$137,932	Per Service Capita	56,051	$2	960	$2,361
Subtotal Public Safety						$165,504
Fire Structural Fund						
Fire Protection	$1,799,305	Per Service Capita	see accompanying sheet			$30,804
Subtotal Fire Structural Fund						$30,804
TOTAL General Fund Costs						$260,799
Road Maintenance Cost						
Road Maintenance O&M [2]	**Unit Cost**	Unit Factor	Project Area Unit Count			
Roads	$4,228	Per centerline mile	2.08			$8,808
Signals	$6,614	Per signal	1			$6,614
TOTAL Road Maintenance						$15,422
TOTAL Annual Cost						$276,222

Notes:

(1) Cost Summary from Eastvale Adopted FY 2011-12 Budget, page 32.

(2) Road Maint. Unit Cost from Eastvale CFA page 32

			Land Use										
			Retail 1	Hotel	Retail 2 (NAP)	Warehouse Bldg 1	Warehouse Bldg 2	Warehouse Bldg 3	Light Industrial Bldg 4	Light Industrial Bldg 5	Light Industrial Bldg 6	Office	Total
Resident Equivalent			38	50	85	147	89	70	78	25	13	365	960
General Government and Community Development	Cost/Unit												
General Government	$37		$1,389	$1,842	$3,147	$5,402	$3,294	$2,587	$2,855	$909	$495	$13,431	$35,351
Community Development	$30		$1,145	$1,518	$2,594	$4,453	$2,715	$2,132	$2,354	$749	$408	$11,072	$29,140
Subtotal General Government and Community Development			$2,534	$3,360	$5,741	$9,854	$6,009	$4,719	$5,209	$1,659	$903	$24,503	$64,491
Public Safety													
Police	see accompanying sheet		$27,020	$25,766	$44,018	$20,081	$12,246	$9,618	$11,432	$3,640	$1,982	$7,341	$163,143
Animal Control	$2		$93	$123	$210	$361	$220	$173	$191	$61	$33	$897	$2,361
Subtotal Public Safety			$27,113	$25,889	$44,228	$20,442	$12,466	$9,790	$11,622	$3,700	$2,015	$8,238	$165,504
Fire Structural Fund													
Fire Protection	see accompanying sheet		$1,210	$1,605	$2,742	$4,707	$2,870	$2,254	$2,488	$792	$431	$11,704	$30,804
TOTAL General Fund Costs			$30,858	$30,854	$52,711	$35,003	$21,345	$16,764	$19,320	$6,151	$3,350	$44,445	$260,799
Road Maintenance Cost													
Road Maintenance O&M													
Roads	$4,228	2.08											$8,808
Signals	$6,614												$6,614
Subtotal	$10,842												$15,422
Total													**$276,222**

Appendix 25: Cost Impact on General Fund and Road Maintenance, Scenario 2

	Annual Budget Cost Summary [1]	Unit Factor	Unit Count (Service Pop'n)	Cost/Unit	Project Area Unit Count (Resident Equivalents)	Total Project Area Cost
General Fund Cost						
General Government and Community Development						
General Government	$2,064,925	Per Service Capita	56,051	$37	1,008	$37,147
Community Development	$1,702,140	Per Service Capita	56,051	$30	1,008	$30,621
Subtotal General Government and Community Development						$67,768
Public Safety						
Police	$5,031,483	Service Calls/Acreage	see accompanying sheet			$210,018
Animal Control	$137,932	Per Service Capita	56,051	$2	1,008	$2,481
Subtotal Public Safety						$212,499
Fire Structural Fund						
Fire Protection	$1,799,305	Per Service Capita	see accompanying sheet			$32,369
Subtotal Fire Structural Fund						$32,369
TOTAL General Fund Costs						$312,636
Road Maintenance Cost						
Road Maintenance O&M [2]	**Unit Cost**	Unit Factor	Project Area Unit Count			
Roads	$4,228	Per centerline mile	2.08			$8,808
Signals	$6,614	Per signal	1			$6,614
TOTAL Road Maintenance						$15,422
TOTAL Annual Cost						$328,058

Notes:

(1) Cost Summary from Eastvale Adopted FY 2011-12 Budget, page 32.

(2) Road Maint. Unit Cost from Eastvale CFA page 32

			Land Use										
			Retail 1	Hotel	Retail 2 (NAP)	Warehouse Bldg 1	Warehouse Bldg 2	Warehouse Bldg 3	Light Industrial Bldg 4	Light Industrial Bldg 5	Light Industrial Bldg 6	Office	Total
Resident Equivalent			130	50	85	126	77	60	78	25	13	365	1,008
General Government and Community Development	Cost/Unit												
General Government	$37		$4,797	$1,842	$3,147	$4,630	$2,823	$2,217	$2,855	$909	$495	$13,431	$37,147
Community Development	$30		$3,954	$1,518	$2,594	$3,816	$2,327	$1,828	$2,354	$749	$408	$11,072	$30,621
Subtotal General Government and Community Development			$8,751	$3,360	$5,741	$8,446	$5,151	$4,045	$5,209	$1,659	$903	$24,503	$67,768
Public Safety													
Police	see accompanying sheet		$79,631	$25,766	$44,018	$17,336	$10,571	$8,302	$11,432	$3,640	$1,982	$7,341	$210,018
Animal Control	$2		$320	$123	$210	$309	$189	$148	$191	$61	$33	$897	$2,481
Subtotal Public Safety			$79,951	$25,889	$44,228	$17,645	$10,760	$8,451	$11,622	$3,700	$2,015	$8,238	$212,499
Fire Structural Fund													
Fire Protection	see accompanying sheet		$4,180	$1,605	$2,742	$4,034	$2,460	$1,932	$2,488	$792	$431	$11,704	$32,369
TOTAL General Fund Costs			$92,882	$30,854	$52,711	$30,126	$18,371	$14,428	$19,320	$6,151	$3,350	$44,445	$312,636
Road Maintenance Cost													
Road Maintenance O&M													
Roads	$4,228	2.08											$8,808
Signals	$6,614												$6,614
Subtotal	$10,842												$15,422
Total													**$328,058**

Appendix 26: Police Costs, Scenario 1

Police Costs, Scenario 1							
Land Use	Service Calls	% of Calls	Allocation of Annual Police Services Cost	Existing Citywide Acreage per LU [1]	Cost per Acre	Project Acreage	Cost by Land Use
Residential	4,636	82%	$4,112,829	2,967	$1,386	0	$0
Retail Commercial	687	12%	$609,420	174	$3,507	28	$96,803
Business Park (Office)	-	0%	$0	-	$382	19	$7,341
Industrial/Warehouse	189	3%	$167,302	438	$382	154	$58,998
Public Facilities	127	2%	$112,658	111	$1,013	0	$0
Public Parks	33	1%	$29,273	173	$170	0	$0
	5,672	100%	$5,031,483	3,862	$6,841	201	$163,143

(1) Citywide acreage for office based on taking the proportion of service calls between retail and office, and then taking from the retail acreage provided by the city.

Appendix 27: Police Costs, Scenario 2

Land Use	Service Calls	% of Calls	Allocation of Annual Police Services Cost	Existing Citywide Acreage per LU [1]	Cost per Acre	Project Acreage	Cost by Land Use
Residential	4,636	82%	$4,112,829	2,967	$1,386	0	$0
Retail Commercial	687	12%	$609,420	174	$3,507	43	$149,414
Business Park (Office)	-	0%	$0	-	$382	19	$7,341
Industrial/Warehouse	189	3%	$167,302	438	$382	139	$53,263
Public Facilities	127	2%	$112,658	111	$1,013	0	$0
Public Parks	33	1%	$29,273	173	$170	0	$0
	5,672	100%	$5,031,483	3,862	$6,841	201	$210,018

(1) Citywide acreage for office based on taking the proportion of service calls between retail and office, and then taking from the retail acreage provided by the city.

Appendix 28: Fire Costs, Scenario 1 and 2

Service Calls Between 1/1/11 and 6/22/11 (data from County Fire Dept.)		
917		
Extrapolate to annual service calls (2x917)		
1,834		
Cost Per Call		
FY 2011-12 Budget	Service Calls	Cost Per Call
$1,799,305	1,834	$981
Existing Service Population		
Residents	Weighted Employees (Equiv. Residents) (2)	Total Service Population
54,303	1,748	56,051
Annual Calls Per Capita (=1,834/56,051)		
0.033		
Fire Cost, Scenario 1		
Project Resident Equivalents	Annual Calls per Capita	Annual Service Calls
960	0.033	31
Cost Per Call	Annual Service Calls In Project Area	**Annual Fire Cost**
$981	31	**$30,804**
Fire Cost, Scenario 2		
Project Resident Equivalents	Annual Calls per Capita	Annual Service Calls
1,008	0.033	33
Cost Per Call	Annual Service Calls In Project Area	**Annual Fire Cost**
$981	33	**$32,369**

ATTACHMENT H

FISCAL IMPACT REPORT - APPLICANT

DPFG
DEVELOPMENT PLANNING & FINANCING GROUP, INC.

27127 CALLE ARROYO, SUITE 1910
SAN JUAN CAPISTRANO, CA 92675
TEL (949) 388-9269 FAX (949) 388-9272
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Jerry Guarracino, Senior Planner
City of Eastvale
12363 Limonite Ave. Suite 910
Eastvale, CA 91752

July 8, 2013

RE: Revised Goodman Commerce Center Fiscal Impact Analysis

Jerry Guarracino:

Thank you for providing comments on the Goodman Commerce Center Fiscal Impact Analysis dated March 28, 2013. In response to your comments, we have prepared this letter and a revised fiscal impact analysis.

I. Background
DPFG prepared a fiscal impact analysis dated March 28, 2013 for the Goodman Commerce Center at Eastvale Specific Plan ("March 2013 FIA").

The City of Eastvale provided written comments dated April 24, 2013 as well as oral comments during a meeting between DPFG and the City on April 25, 2013 ("April 2014 City Comments"). The City also provided revised written comments dated June 2, 2013 ("June 2013 Comments").

DPFG has prepared the attached revised Fiscal Impact Analysis for the Goodman Commerce Center at Eastvale Specific Plan dated July 8, 2013 in response the City's comments ("July 2013 FIA")

II. Response to City Comments
DPFG has compiled and summarized the City's April 2014 and June 2013 Comments with the following responses:

1. *The existing analysis presents a comparison of the proposed Specific Plan with the existing residential Specific Plan. This comparison is of little value to our understanding of the financial impact of the proposed project on City revenues. Rather, we are more interested in determining accurate costs for which the City will be providing services to the project and the potential revenue generation loss from the project resulting from primarily warehouse (non-revenue generating) operations.*

   DPFG has revised the fiscal impact analysis to reverse the order of scenarios and present the Goodman Commerce Center at Eastvale scenario first and the Existing Entitlement Scenario second.

2. *Since the April comments, actual retail sales tax and retail square footage data have been collected. The Eastvale Commerce Center FIA assumed that not all retail space generates retail sales tax and therefore assumed that 80% of gross retail space would produce sales tax. Based on that assumption, retail sales and tax generation rates per sq. ft. in 2012 were $189.00 and $1.89 respectively. The revenue generation for The Goodman Commerce Center should be revised to reflect the actual sales tax revenue being generated by retail space in the City of Eastvale.*

   DPFG has reduced the sales tax per sq. ft. generation assumption from $331 to $189 per sq. ft. per actual 2012 data provided by the City.

3. *The Goodman FIA assumes a marginal increase in general government cost of 50%. The Analysis should be revised to be consistent with the March 2002 Riverside County Fiscal Model User's Guide that provides alternative marginal cost percentages that are incorporated into the county's fiscal model. The guide states that the "net County costs are assumed to increase at a marginal rate of 90 percent of new growth for all countywide services except sheriff protection, and fire protection are assumed to increase in direct proportion to new growth (100 percent)".*

   DPFG has revised the fiscal impact analysis to increase the marginal increase in general government costs from 50% to 90%.

4. *With regard to assumed occupancy rates for the proposed hotel, the FIA appears to use the high end of the rates forecast in the PKF Hotel Study. The PKF Hotel Study forecasts occupancy rates between 57 and 70 percent. The FIA uses a 7 l percent occupancy rate. A recommendation from our meeting with the applicant and DPFG representatives was to raise room rates and lower occupancy to be within the parameters of the PK Hotel Study.*

   The PKF Study projects occupancy rates for the subject hotel growing from 52% in the first year of operation to 71% at stabilization. In response to the City's comments, DPFG has revised the occupancy rate to 65%, the rate PKF projects will be achieved halfway through the seven year stabilization period.

5. *Recurring costs for Road Maintenance is too low and does not reflect the maintenance on Hamner and Cantu and three new traffic signals. The Goodman FIA assumed that Streets A & B are private within the project site, and there would be no cost to the city for maintenance. However, this has changes and Streets A & B are now going to be public. The project's FIA needs to reflect the actual maintenance costs for Streets A & B and the perimeter public streets and traffic signals. The Engineering Department has provided maintenance costs for incorporation into the FIA.*

   DPFG has revised the fiscal impact analysis to incorporate the street maintenance and traffic signal maintenance cost projections provided by the City's engineering department for the Goodman Commerce Center at Eastvale scenario.

6. *Show correct Sales Tax Rate of 8% not 8.25%, State gets 7% of the 8%, local Governments receive 1%.*

   DPFG has revised the text reference to the sales tax rate from 8.25% to 8.00%. This did not change the calculations.

7. *The General Fund Property Tax Rate is incorrect, it should be 3.13%.*

   DPFG has revised the General Fund share of the 1% property tax from 2.56% to 3.13%.

8. *Carol Jacobs, City Manager, questioned if the number of employees stated in Table V. is consistent with the Specific Plan? Revise the FIA to reflect the same employment numbers as shown in the Specific Plan.*

   DPFG assumed the low range of industrial employees shown in the Eastvale Commerce Center Specific Plan Draft EIR. DPFG has added a footnote to the Scenario Summary table to show the impact to the fiscal impact analysis if the high range of employees was assumed.

9. *Is it accurate to assume that non-residential properties will tum over every l0 years when Goodrnan/Birtcher has repeatedly represented to the City it intends to build and hold the project indefinitely? Per our discussion at the meeting with the applicant representatives; they agreed to remove the warehouse parcels from this calculation, but leave in the retail and business parcels.*

   DPFG has revised the fiscal impact analysis to assume no turnover of industrial land use.

10. *Indirect sales tax assumes that each non-residential employee in the project will spend about $57 per week in the city, based on the annual figure of $2,719 (line 8) in Table 5 Scenario 2 and divided by 48 weeks derived from the figures in the same table. This assumed spending is based on national data from 2003, which is a pre·recession figure that may be high for today. Consideration should be given as to whether this level of weekly expenditure for every non-residential employee appears reasonable for Eastvale, given the city's retail environment and surrounding retail opportunities in adjacent communities.*

    Although the ICSC Study used for indirect sales tax projection is based on 2003 data, the employee expenditure projection assumptions were indexed downward to adjust for the lower average Median income for the City of Eastvale compared to survey respondents based on 2009 income data.

    In response to the City's comments, DPFG has revised the fiscal impact analysis with an additional 25% reduction in projected median income for the City of Eastvale to be conservative and to provide for potential lower industrial worker salaries. After adjusting for Eastvale median income levels and applying the 25% reduction, average annual expenditures per employee is reduced by 38% or approximately $1,230 compared to survey respondents.

11. *A beneficial exercise might be to develop a low and high scenario for the Goodman Commerce Center project using different rates for direct sales tax, indirect sales tax, and hotel occupancy rate. As these three revenues comprise 88% of the project revenues, creating a range of revenues would show the sensitivities of these variables on the net fiscal results. For example, if the existing study assumptions are on the high end, a reduction of each revenue source by a certain percentage would provide a different net fiscal result. Nevertheless, a net positive fiscal impact would still occur from the total project.*

    The fiscal impact analysis is based on conservative assumptions and shows a projected net annual surplus of $954,626 under the Goodman Commerce Center Scenario. As such, projected revenues could be reduced significantly without a resulting negative fiscal impact.

12. *The FIA should also provide an alternative analysis of a project with more retail and less warehouse similar to the Fiscal Impact Analysis for the Eastvale Commerce Center Prepared by PMC in July 2011. This would provide a basis for discussion of missed opportunity costs associated with the proposed project.*

    Goodman Birtcher has indicated that there is no alternative land use plan with additional retail being contemplated.

We appreciate you taking the time to review our comments. We look forward to meeting with you or arranging a conference call. Should you have any questions or need any additional information, please do not hesitate to contact Stuart Lam at 949-218-6016 or me at 949-218-6010.

Sincerely,

R. Chris Lightburne
Managing Principal

Cc: Ward Mace, Goodman Birtcher
Bryan Goodman, Lewis Operating Corp.

Exhibit A
Fiscal Impact Analysis Scenario Summary
July 8, 2013

Scenario	1	2
	Goodman Commerce Center at Eastvale	Existing Entitlement
General Fund Recurring Revenue		
Prope Tax	146,198	202,141
Direct Sales Tax	385,836	260,717
Transient Occupancy Tax	363,942	-
Indirect Sales Tax	60,042	7,033
Property Transfer Tax	9,714	48,448
Franchise Fees	15,514	127,210
Fines & Forfeitures	2,051	16,821
Use of Money & Property	430	5,383
Total Recurring Revenue	**$ 983,728**	**$ 667,754**
General Fund Recurring Costs		
General Government	$ 30,500	$ 250,092
Community Development	3,649	29,922
Law Enforcement	157,511	238,666
Animal Control	-	18,886
Total Recurring Costs	**$ 191,660**	**$ 537,566**
Net General Fund Surplus/(Deficit)	**$ 792,067**	**$ 130,188**
Fire Structural Fund		
Total Recurring Revenue	$ 267,514	$ 404,150
Total Recurring Costs	29,530	242,136
Net Fire Structural Fund Surplus/(Deficit)	**$ 237,984**	**$ 162,015**
Gas Tax Fund		
Total Recurring Revenue	$ -	$ 262,896
Total Recurring Costs (b)	75,425	25,465
Net Gas Tax Fund Surplus/(Deficit)	**$ (75,425)**	**$ 237,430**
Total Recurring Revenue	**$ 1,251,241**	**$ 1,334,800**
Total Recurring Costs	**296,615**	**805,167**
TOTAL NET FISCAL IMPACT	**$ 954,626**	**$ 529,633**
% Difference	**44.5%**	

Footnotes:

(a) This analysis assumes the low range of employee generation shown in the Eastvale Commerce Center Specific Plan Draft EIR of 2,944. If the high range of employees of 4,708 was assumed, the total net fiscal impact would increase from $954,626 to $963,365.

(b) Street maintenance costs would be reduced by $58,900 under Scenario 1 if internal Streets "A" and "B" are privately maintained.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 1 - Fiscal Impact Analysis Summary
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

	Table	Residential (a)	Retail	Hotel	Industrial	Business Park	Total
Acres		-	22.80	2.50	145.40	34.60	205.30
I. General Fund							
Recurring Revenue							
Property Tax	Table 3	$ -	$ 21,433	$ 7,876	$ 85,386	$ 31,503	$ 146,198
Direct Sales Tax	Table 4	-	376,488	9,348	-	-	385,836
Transient Occupancy Tax	Table 4	-	-	363,942	-	-	363,942
Indirect Sales Tax	Table 5	-	10,157	3,732	25,419	20,735	60,042
Property Transfer Tax	Table 6	-	3,424	1,258	-	5,033	9,714
Franchise Fees	Table 8	-	2,624	964	6,568	5,358	15,514
Fines & Forfeitures	Table 8	-	347	128	868	708	2,051
Use of Money & Property	Table 8	-	111	41	278	-	430
Total Recurring Revenue		$ -	$ 414,583	$ 387,289	$ 118,519	$ 63,336	$ 983,728
Recurring Costs							
General Government	Table 10	$ -	$ 5,159	$ 1,896	$ 12,912	$ 10,533	$ 30,500
Community Development	Table 10	-	617	227	1,545	1,260	3,649
Law Enforcement	Table 11	-	79,855	8,756	55,656	13,244	157,511
Animal Control	Table 10	-	-	-	-	-	-
Total Recurring Costs		$ -	$ 85,632	$ 10,879	$ 70,113	$ 25,037	$ 191,660
Net General Fund Surplus/(Deficit)		$ -	$ 328,952	$ 376,410	$ 48,406	$ 38,299	$ 792,067
Per Acre		NA	$ 14,428	$ 150,564	$ 333	$ 1,107	$ 3,858
II. Fire Structural Fund							
Recurring Revenue							
Property Tax	Table 3	$ -	$ 39,218	$ 14,411	$ 156,240	$ 57,645	$ 267,514
Total Recurring Revenue		$ -	$ 39,218	$ 14,411	$ 156,240	$ 57,645	$ 267,514
Recurring Costs							
Fire Protection Cost	Table 12	$ -	$ 4,995	$ 1,836	$ 12,501	$ 10,198	$ 29,530
Total Recurring Costs		$ -	$ 4,995	$ 1,836	$ 12,501	$ 10,198	$ 29,530
Net Fire Structural Fund Surplus/(Deficit)		$ -	$ 34,222	$ 12,576	$ 143,739	$ 47,447	$ 237,984
Per Acre		NA	$ 1,501	$ 5,030	$ 989	$ 1,371	$ 1,159
III. Gas Tax Fund							
Recurring Revenue							
Gas Tax	Table 8	$ -	$ -	$ -	$ -	$ -	$ -
Total Recurring Revenue		$ -	$ -	$ -	$ -	$ -	$ -
Recurring Costs							
Road Maintenance Cost (b)	Table 13	$ -	$ 8,376	$ 918	$ 53,418	$ 12,712	$ 75,425
Total Recurring Costs		$ -	$ 8,376	$ 918	$ 53,418	$ 12,712	$ 75,425
Net Gas Tax Fund Surplus/(Deficit)		$ -	$ (8,376)	$ (918)	$ (53,418)	$ (12,712)	$ (75,425)
Per Acre		NA	$ (367)	$ (367)	$ (367)	$ (367)	$ (367)
TOTAL NET FISCAL IMPACT		$ -	$ 354,798	$ 388,067	$ 138,726	$ 73,035	$ 954,626
PER ACRE		NA	$ 15,561	$ 155,227	$ 954	$ 2,111	$ 4,650

Footnotes:
(a) Residential acreage excludes park, street and school acreage.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 2 - Land Use Assumptions
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Residential Land Use Assumptions

Land Use	Units (a)	Acres (a),(b)
Single Family Residential	-	-

II. Non-Residential Land Use Assumptions

Land Use	Square Feet (a)	Acres (a)
Retail	249,000	22.80
Hotel	91,500	2.50
Industrial	3,100,000	145.40
Business Park	610,000	34.60
Total	**4,050,500**	**205.30**

III. Equivalent Residents Calculation

Land Use	Sq. Ft. per Employee (a)	Residents per Household (d)	Residents	Employees	Equivalent Residents @ 0.312 (c)	Service Population
			[1]		[2]	[1] + [2]
Residential		3.976	-	-		-
Retail	500		-	498	156	156
Hotel	500		-	183	57	57
Industrial	2,487		-	1,246	389	389
Business Park	600		-	1,017	318	318
Total		3.976	-	2,944	920	920

IV. Assessed Value

Land Use	Units /Sq. Ft.	Value per Units/ Sq. Ft. (a)	Assessed Value
	[1]	[2]	[1] X [2]
Residential	-	$ 320,000	$ -
Retail	249,000	250.00	62,250,000
Hotel	91,500	250.00	22,875,000
Industrial	3,100,000	80.00	248,000,000
Business Park	610,000	150.00	91,500,000
Total			$ 424,625,000

V. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Acres	-	22.80	2.50	145.40	34.60	205.30
Units	-	-	-	-	-	-
Square Feet	-	249,000	91,500	3,100,000	610,000	4,050,500
Residents	-	-	-	-	-	-
Employees	-	498	183	1,246	1,017	2,944
Service Population	-	156	57	389	318	920
Assessed Value	$ -	$ 62,250,000	$ 22,875,000	$ 248,000,000	$ 91,500,000	$ 424,625,000

Footnotes:
(a) Per information provided by Goodman Birtcher.
(b) Residential acreage excludes park, street and school acreage.
(c) Per the Eastvale Incorporation Study Comprehensive Fiscal Analysis Public Hearing Draft prepared by Willdan, dated 10/2/2009 (pg. 14).
(d) Per California Department of Finance, Table E-5 dated 1/1/2012

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 3 - Property Tax Revenue Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Secured Property Tax Revenue Calculation

Land Use	Total Value (Table 2)	Property Tax @ 1%	General Fund Prop. Tax Revenue @ 3.13% (a)	Fire Structural Fund Prop. Tax Revenue @ 6.30% (b)
Residential	$ -	$ -	$ -	$ -
Retail	62,250,000	622,500	19,484	39,218
Hotel	22,875,000	228,750	7,160	14,411
Industrial	248,000,000	2,480,000	77,624	156,240
Business Park	91,500,000	915,000	28,640	57,645
Total	$ 424,625,000	$ 4,246,250	$ 132,908	$ 267,514

II. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
General Fund Property Tax						
General Fund Property Tax	$ -	$ 19,484	$ 7,160	$ 77,624	$ 28,640	$ 132,908
Plus: Unsecured Property Tax @ 10% (c)	-	1,948	716	7,762	2,864	13,291
Total General Fund Property Tax	**$ -**	**$ 21,433**	**$ 7,876**	**$ 85,386**	**$ 31,503**	**$ 146,198**
Fire Structural Fund Property Tax	**$ -**	**$ 39,218**	**$ 14,411**	**$ 156,240**	**$ 57,645**	**$ 267,514**

Footnotes:
(a) Per conversations with City staff, the General Fund is anticipated to receive 3.13% of the basic 1% property tax.
(b) Fire Structural Fund share of the basic 1% property tax per the Eastvale Incorporation Study Comprehensive Fiscal Analysis Public Hearing Draft prepared by Willdan, dated 10/2/2009 (Calculated in Table 5.5 on pg. 43).
(c) Assumes unsecured property tax at 10% of secured property tax amount for non-residential land uses, per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 4 - Direct Sales Tax Revenue and Transient Occupancy Tax Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Retail Sales Tax Generation

Land Use	Sq. Ft. (Table 2)	Sales per Sq. Ft. (a)	Gross Sales	Retail Taxable Sales @ 80% (b)	Direct Sales Tax Revenue @ 1%
Retail	249,000	$ 189.00	$ 47,061,000	$ 37,648,800	$ 376,488
Total Retail	249,000		$ 47,061,000	$ 37,648,800	**$ 376,488**

II. Hotel Sales Tax Generation

	Number of Rooms (c)	Revenue per Available Room (d)	Taxable Sales	Direct Sales Tax Revenue @ 1%
Food & Beverage Revenue	130	$ 6,478	$ 842,140	$ 8,421
Other Operated Department Revenue	130	452	58,760	588
Rentals and Other Income	130	261	33,930	339
Total			$ 934,830	**$ 9,348**

III. Transient Occupancy Tax ("TOT")

Number of Rooms	Annual Rooms	Average Occupancy Rate (d)	Average Room Rate (d)	Room Revenue	TOT Rate (b)	Transient Occupancy Tax
130	47,450	65.0%	$ 118.00	$ 3,639,415	10%	**$ 363,942**

III. Summary by Land Use

	Retail	Hotel	Industrial	Business Park	Light Industrial	Total
Direct Sales Tax	**$ 376,488**	**$ 9,348**	**$ -**	**$ -**	**$ -**	**$ 385,836**
Transient Occupancy Tax	**-**	**363,942**	**-**	**-**	**-**	**363,942**

Footnotes:

(a) Per the Dollars and Cents of Shopping Centers, published by the Urban Land Institute in 2008. U.S. Community Shopping Centers in the West generate an average $331 per square foot.
(b) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011.
(c) Per information provided by Goodman Birtcher.
(d) Revenue per available room, average occupancy rate and average room rate for select service hotel per the PKF Consulting Hotel Study, dated 12/7/2011.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 5 - Indirect Sales Tax Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Non-Residential Worker Retail Spending Pattern Analysis		Lunch	Shoppers Goods	Convenience Goods	Dinner/ Drinks	Total
Avg. Weekly Expenditures Before/During/After Work (a)	[1]	$ 22.50	$ 64.90	$ 44.20	$ 11.00	$ 142.60
Avg. Annual Expenditures Before/During/After Work (b)	[2]	1,080	3,115	2,121	528	6,844
% of Purchases Made Closer to Work (c)	[3]	100%	39%	39%	28%	
Average Annual Expenditures Closer to Work	[2]X[3]=[4]	$ 1,080	$ 1,215	$ 827	$ 148	$ 3,270
Median Salary for Survey Respondents (d)	[5]	$ 72,620	$ 72,620	$ 72,620	$ 72,620	
Median Salary for Project Employees						
Median Salary for City of Eastvale (e)	[6]	$ 60,392	$ 60,392	$ 60,392	$ 60,392	
Reduction for Lower Industrial Employee Salaries (f)	[7]	25%	25%	25%	25%	
Median Salary for Project Employees	[6]X(1-[7])=[8]	$ 45,294	$ 45,294	$ 45,294	$ 45,294	
Adjustment Factor for Difference in Income	[8]/[5]=[9]	62%	62%	62%	62%	
Adjusted Avg. Annual Expenditures per Employee	[4]X[9]=[10]	$ 674	$ 758	$ 516	$ 92	$ 2,039

II. Non-Residential Calculation

Land Use	Employees (Table 2)	Adj. Avg. Annual Expenditures per Employee	Projected Taxable Sales	Indirect Sales Tax Revenue
	[1]	[2]	[1] X [2] = [3]	[3] X 1%
Retail	498	2,039	1,015,654	**10,157**
Hotel	183	2,039	373,222	**3,732**
Industrial	1,246	2,039	2,541,853	**25,419**
Business Park	1,017	2,039	2,073,456	**20,735**
Total	2,944		6,004,185	**60,042**

III. Summary by Land Use

	Retail	Hotel	Industrial	Business Park	Total
Indirect Sales Tax	**$ 10,157**	**$ 3,732**	**$ 25,419**	**$ 20,735**	**$ 60,042**

Footnotes:

(a) Estimate of average national weekly suburban office worker spending per Office Worker Retail Spending Patterns published by the International Council of Shopping Centers, dated 2003.
(b) Reflects annual spending adjusted for holidays, vacations, and annual weekdays per Office Worker Retail Spending Patterns published by the International Council of Shopping Centers, dated 2003.
(c) Reflect suburban office worker purchases made closer to work per Office Worker Retail Spending Patterns published by the International Council of Shopping Centers, dated 2003.
(d) Median salary of suburban respondents per Office Worker Retail Spending Patterns published by the International Council of Shopping Centers, dated 2003.
(e) Median household income for City of Eastvale zip codes 92880 and 91752 per U.S. Census Bureau American Fact Finder 2009 inflation adjusted data.
(f) Reduction of 25% for potential lower industrial worker salaries.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 6 - Property Transfer Tax Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Property Transfer Tax Calculation

Land Use	Assessed Value (Table 2)	Average Annual Turnover Rate (a)	Value of Annual Turnover	Transfer Tax Rate (b)	Total Property Transfer Tax
	[1]	[2]	[1] X [2] = [3]	[4]	[3] X [4]
Residential	$ -	14.00%	$ -	0.055%	$ -
Retail	62,250,000	10.00%	6,225,000	0.055%	3,424
Hotel	22,875,000	10.00%	2,287,500	0.055%	1,258
Industrial (c)	248,000,000	0.00%	-	0.055%	-
Business Park	91,500,000	10.00%	9,150,000	0.055%	5,033
Total	$ 424,625,000		$ 17,662,500		9,714

II. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Transfer Tax Revenue	$ -	$ 3,424	$ 1,258	$ -	$ 5,033	$ 9,714

Footnotes:

(a) Assumes Residential property is sold approximately every 7 years and Non-Residential property is sold approximately every 10 years.

(b) The County may levy a transfer tax at the rate of $0.55 for each $500 of assessed value. A City within the County that levies this tax can levy a transfer tax at a rate of $0.55 per $1,000. If both the County and City levy the transfer tax, a credit shall be allowed against the amount imposed by the County in the amount of tax that is imposed by the City per California Revenue and Taxation Code 11911.

(c) Developer intends to hold and operate the industrial land use for the foreseeable future. As such, the turnover rate on industrial land use is assumed to be zero.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 7 - General Fund, Fire Structural Fund, and Gas Tax Fund Revenue Budget
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

	FY 2011-12 Annual City Budget (a)	Measure	City Units (b)	Revenue/ Service Population	Marginal Increase	Adjusted City Revenue
I. General Fund	[1]		[2]	[1]/[2]=[3]	[4]	[3]X[4]=[5]
Taxes						
Property Taxes	$ 1,313,000	---------- See Table 3 ----------				
Property Transfer Tax	285,000	---------- See Table 6 ----------				
Sales & Use Taxes	1,852,000	---------- See Tables 4 & 5 ----------				
Franchise Fees						
Franchise Fee - Cable TV	$ 328,707	Per Service Population	56,051	$ 5.86	100%	$ 5.86
Franchise Fee - Electric	215,995	Per Service Population	56,051	3.85	100%	3.85
Franchise Fee - Refuse Disposal	240,866	Per Service Population	56,051	4.30	100%	4.30
Franchise Fee - So Cal Gas	159,728	Per Service Population	56,051	2.85	100%	2.85
Subtotal Franchise Fees	$ 945,296			$ 16.86		$ 16.86
Total Taxes	**$ 4,395,296**					**$ 16.86**
License, Permits & Fees (c)						
Construction/Building Permit	$ 120,000	Per Service Population	56,051	$ 2.14	0%	$ -
Conditional Use Permit	9,098	Per Service Population	56,051	0.16	0%	-
Development Fees	650,000	Per Service Population	56,051	11.60	0%	-
Total Community Development	**$ 779,098**			**$ 13.90**		**$ -**
Fines & Forfeitures						
Court, Vehicle, & Parking Fine Fees	$ 125,000	Per Service Population	56,051	$ 2.23	100%	$ 2.23
Total Fines & Forfeitures	**$ 125,000**			**$ 2.23**		**$ 2.23**
Intergovernmental						
Motor Vehicle License Fees	$ 3,442,802	Per Capita	54,303	$ 63.40	0%	$ -
Total Fines & Forfeitures	**$ 3,442,802**			**$ 63.40**		**$ -**
Use of Money & Property						
Interest Income	$ 40,000	Per Service Population	56,051	$ 0.71	100%	$ 0.71
Total Use of Money & Property	**$ 40,000**			**$ 0.71**		**$ 0.71**
Transfers						
Transfers in from Structural Fire	$ 85,000	Per Service Population	56,051	$ 1.52	0%	$ -
Transfers in from Gas Tax	81,793	Per Service Population	56,051	1.46	0%	-
Total Transfers	**$ 166,793**			**$ 2.98**		**$ -**
Total General Fund	**$ 8,948,989**					**$ 19.81**
II. Fire Structural Fund						
Property Tax	$ 3,233,000	---------- See Table 3 ----------				
Total Fire Structural Fund	**$ 3,233,000**					**$ -**
III. Gas Tax Fund						
Gas Tax, 2013	$ 838,129	Per Capita	54,303	$ 15.43	100%	$ 15.43
Gas Tax, 2015	358,211	Per Capita	54,303	6.60	100%	6.60
Gas Tax, 2016	217,135	Per Capita	54,303	4.00	100%	4.00
Gas Tax, 2017	466,195	Per Capita	54,303	8.59	100%	8.59
Gas Tax, 2017.5	6,000	Per Capita	54,303	0.11	100%	0.11
Gas Tax Fund Interest Income	34,410	Per Capita	54,303	0.63	100%	0.63
Total General Government	**$ 1,920,080**			**$ 35.36**		**$ 35.36**

Footnotes:
(a) Per the Fiscal Year 2011-12 City of Eastvale Adopted Annual Operations and Capital Improvement Budget.
(b) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011, there are 54,303 city residents and 1,748 weighted employees (equivalent residents) for a total service population of 56,051.
(c) This analysis assumes that the Project will not have an ongoing impact on the City's License, Permit & Fees revenue.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 8 - Other General Fund Revenue Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Calculation

Land Use	Residents (Table 2)	Employees (Table 2)	Service Population (Table 2)	Franchise Fees @ $16.86 (Table 7)	Fines & Forfeitures @ $2.23 (Table 7)	Use of Money & Property @ $0.71 (Table 7)	Gas Tax @ $35.36 (Table 7)
Measurement				Per Service Population	Per Service Population	Per Service Population	Per Capita
Residential	-	-	-	$ -	$ -	$ -	$ -
Retail	-	498	156	2,624	347	111	-
Hotel	-	183	57	964	128	41	-
Industrial	-	1,246	389	6,568	868	278	-
Business Park	-	1,017	318	5,358	708	227	-
Total	-	2,944	920	$ 15,514	$ 2,051	$ 656	$ -

II. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Franchise Fees	$ -	$ 2,624	$ 964	$ 6,568	$ 5,358	$ 15,514
Fines & Forfeitures	-	347	128	868	708	2,051
Use of Money & Property	-	111	41	278	227	656
Gas Tax	-	-	-	-	-	-

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 9 - General Fund, Fire Structural Fund, and Gas Tax Fund Expenditure Budget
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

	FY 2011-12 Annual City Budget (a)	Measure	City Service Population (b)	Cost/ Service Population	Marginal Increase	Adjusted City Cost
I. General Fund	[1]		[2]	[1]/[2]=[3]	[4]	[3]X[4]=[5]
General Government						
City Council	$ 129,366	Per Service Population	56,051	$ 2.31	90%	$ 2.08
City Attorney	198,000	Per Service Population	56,051	3.53	90%	3.18
City Clerk	163,271	Per Service Population	56,051	2.91	90%	2.62
City Manager	416,139	Per Service Population	56,051	7.42	90%	6.68
Finance	401,879	Per Service Population	56,051	7.17	90%	6.45
Building & Facilities	756,270	Per Service Population	56,051	13.49	90%	12.14
Total General Government	**$ 2,064,925**			**$ 36.84**		**$ 33.16**
Community Development						
Planning	$ 810,890	Per Service Population	56,051	$ 14.47	0%	$ -
Code Enforcement	122,350	Per Service Population	56,051	2.18	100%	2.18
Building & Safety	622,400	Per Service Population	56,051	11.10	0%	-
Engineering	46,500	Per Service Population	56,051	0.83	0%	-
Public Works	100,000	Per Service Population	56,051	1.78	100%	1.78
Total Community Development	**$ 1,702,140**			**$ 30.37**		**$ 3.97**
Public Safety						
Law Enforcement	$ 5,031,483	---------- See Table 11 ----------				
Animal Control	137,932	Per Capita	54,303	2.54	100%	2.54
Total Public Safety	**$ 5,169,415**					**$ 2.54**
Total General Fund	**$ 8,936,480**					**$ 39.66**
II. Fire Structural Fund						
Fire Department	$ 1,799,305	---------- See Table 12 ----------				
Total Fire Structural Fund						
III. Gas Tax Fund						
General Plan Services	$ 100,000	Per Service Population	56,051	$ 1.78	0%	$ -
Street Maintenance	205,000	---------- See Table 13 ----------				
Signal Maintenance	70,000	---------- See Table 13 ----------				
Other Professional Services	419,000	Per Service Population	56,051	7.48	0%	-
Contingency	300,000	Per Service Population	56,051	5.35	0%	-
Other Capital Outlay	1,160,000	Per Service Population	56,051	20.70	0%	-
Total Gas Tax Fund	**$ 2,254,000**					**$ -**

Footnotes:
(a) Per the Fiscal Year 2011-12 City of Eastvale Adopted Annual Operations and Capital Improvement Budget.
(b) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011, there are 54,303 city residents and 1,748 weighted employees (equivalent residents) for a total service population of 56,051.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 10 - General Government and Community Development Cost Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Calculation

Land Use	Residents (Table 2)	Employees (Table 2)	Service Population (Table 2)	General Government Cost @ $33.16 (Table 9)	Community Development Cost @ $3.97 (Table 9)	Animal Control Cost @ $2.54 (Table 9)
Measure				Per Service Population	Per Service Population	Per Capita
Residential	-	-	-	$ -	$ -	$ -
Retail	-	498	156	5,159	617	-
Hotel	-	183	57	1,896	227	-
Industrial	-	1,246	389	12,912	1,545	-
Business Park	-	1,017	318	10,533	1,260	-
Total	-	2,944	920	$ 30,500	$ 3,649	$ -

II. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
General Government Cost	$ -	$ 5,159	$ 1,896	$ 12,912	$ 10,533	$ 30,500
Community Development Cost	-	617	227	1,545	1,260	3,649
Animal Control Cost	-	-	-	-	-	-

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 11 - Law Enforcement Cost Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Service Cost per Acre

Land Use	Service Calls (a)	% Calls	Allocation of Law Enforcement Costs	Existing Citywide Acreage per Land Use (a)	Cost per Acre
	[1]	[1] / Σ[1] = [2]	[2] X Σ[3] = [3]	[4]	[3] / [4]
Residential	4,636	81.73%	$ 4,112,474	2,967	$ 1,386
Retail Commercial	687	12.11%	609,420	174	3,502
Hotel (b)					3,502
Industrial/Warehouse	189	3.33%	167,657	438	383
Business Park (c)	-	0.00%	-	-	383
Public Facilities	127	2.24%	112,658	111	1,015
Public Parks	33	0.58%	29,273	173	169
Total/Weighted Average	5,672	100.00%	$ 5,031,483	3,863	$ 1,302

II. Law Enforcement Cost Calculation

Land Use	Project Acreage (Table 2)	Cost per Acre	Cost by Land Use
Residential	-	$ 1,386	$ -
Retail	22.80	3,502	**79,855**
Hotel	2.50	3,502	**8,756**
Industrial	145.40	383	**55,656**
Business Park	34.60	383	**13,244**
Total/Weighted Average	205.30		**$ 157,511**

III. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Law Enforcement Cost	**$ -**	**$ 79,855**	**$ 8,756**	**$ 55,656**	**$ 13,244**	**$ 157,511**

Footnotes:
(a) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011.
(b) Assumes hotel cost per acre is equal to calculated retail commercial cost per acre.
(c) Assumes business park cost per acre is equal to calculated industrial/warehouse cost per acre.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 12 - Fire Protection Cost Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Cost per Service Call per Service Population Calculation (a)

Service Calls Between 1/1/11 and 6/22/2011	917	[1]
Extrapolate to Annual Service Calls (2 X 917)	1,834	[2] = [1] X 2
FY2011-12 Budget (Table 9)	$ 1,799,305	[3]
Cost per Service Call	**$ 981**	[3] / [2]
City Service Population	56,051	[4]
Calls per Service Population	**0.033**	[2] / [4]

II. Allocation by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Service Population (Table 2)	-	156	57	389	318	920
Calls per Service Population	0.033	0.033	0.033	0.033	0.033	0.033
Service Calls	-	5	2	13	10	30
Cost per Service Call	$ 981	$ 981	$ 981	$ 981	$ 981	$ 981
Fire Protection Cost	**$ -**	**$ 4,995**	**$ 1,836**	**$ 12,501**	**$ 10,198**	**$ 29,530**

Footnotes:
(a) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011.

Exhibit B
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 13 - Road Maintenance Cost Calculations
Scenario 1 - Goodman Commerce Center at Eastvale
July 8, 2013

I. Calculation (a)	Quantity	Unit	Unit Cost	Subtotal
A. 10-Year Grind and Overlay				
Street Improvements				
Grinding AC in Place	25,044	SY	$ 1.00	$ 25,044
Asphalt Concrete (3" Overlay)	4,057	TON	90	365,148
Total Street Improvements				$ 390,192
Storm Drain Improvements				
Adjust Water Valve to Grade (If No Water Plan)	20	Each	$ 250.00	$ 5,000
Adjust MH to Grade (If No Sewer Plan)	15	Each	600	9,000
Total Storm Drain Improvements				$ 14,000
Traffic Signal, Signing & Striping Improvements	1	LS	$ 10,000	$ 10,000
Striping & Signing	10	Each	400	4,000
Traffic Signal Loops				$ 14,000
Total Traffic Signal Improvements				
Traffic Control	1	LS	$ 8,000	$ 8,000
SWPPP	1	LS	$ 10,000	$ 10,000
Subtotal Street, Storm, Traffic, SWPPP Improvements				$ 436,192
Design (15%)				65,429
Construction Management (10%)				43,619
Contingency (10%)				43,619
Total				588,859
Total, Rounded				589,000
10-Year Grind and Overlay Annual Cost				**$ 58,900**
B. 5-Year Crack Seal & Pot Hole Repair Maintenance				
Crack Seal	1	LS	$ 5,000	$ 5,000
Pot Hole Repairs	1	LS	2,000	2,000
Subtotal				$ 7,000
5-Year Crack Seal & Pot Hoel Repair Annual Cost				**$ 1,400**
C. Traffic Signal Maintenance Cost				
New Traffic Signal on Cantu Galleano at "A" Street (50%)	1	Each	$ 5,500	$ 2,750
Existing Traffic Signal on Hamner Ave. at Cantu Galleano (25%)	1	Each	5,500	1,375
New Traffic Signal on Hamner Ave. at "B" Street (50%)	1	Each	5,500	2,750
New Traffic Signal on Hamner Ave. South of "B" Street (100%)	1	Each	5,500	5,500
Existing Traffic Signal on Hamner Ave. at Bellegrave Ave. (25%)	1	Each	5,500	1,375
Existing Traffic Signal on Bellegrave Ave. at Homecoming (25%)	1	Each	5,500	1,375
Traffic Signal Maintenance Annual Cost				**$ 15,125**
Grand Total Annual Cost				**$ 75,425**

II. Allocation by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Acres (Table 2)	-	22.80	2.50	145.40	34.60	205.30
% of Total Project Acreage	0.00%	11.11%	1.22%	70.82%	16.85%	100.00%
Road Maintenance Cost (c)	**$ -**	**$ 8,376**	**$ 918**	**$ 53,418**	**$ 12,712**	**$ 75,425**

Footnotes:

(a) Maintenance cost case study for the Goodman Commerce Center at Eastvale prepared by the Eastvale City Engineer, dated 5/2/2013.

(c) Allocated based on pro-rata share of acres.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 1 - Fiscal Impact Analysis Summary
Scenario 2 - Existing Entitlement
July 8, 2013

	Table	Residential (a)	Retail	Hotel	Industrial	Business Park	Total
Acres		**143.61**	**11.31**	**-**	**-**	**-**	**154.92**
I. General Fund							
Recurring Revenue							
Property Tax	Table 3	$ 187,299	$ 14,842	$ -	$ -	$ -	$ 202,141
Direct Sales Tax	Table 4	-	260,717	-	-	-	260,717
Transient Occupancy Tax	Table 4	-	-	-	-	-	-
Indirect Sales Tax	Table 5	-	7,033	-	-	-	7,033
Property Transfer Tax	Table 6	46,077	2,371	-	-	-	48,448
Franchise Fees	Table 8	125,393	1,817	-	-	-	127,210
Fines & Forfeitures	Table 8	16,581	240	-	-	-	16,821
Use of Money & Property	Table 8	5,306	77	-	-	-	5,383
Total Recurring Revenue		**$ 380,656**	**$ 287,098**	**$ -**	**$ -**	**$ -**	**$ 667,754**
Recurring Costs							
General Government	Table 10	$ 246,520	$ 3,573	$ -	$ -	$ -	$ 250,092
Community Development	Table 10	29,495	427	-	-	-	29,922
Law Enforcement	Table 11	199,054	39,612	-	-	-	238,666
Animal Control	Table 10	18,886	-	-	-	-	18,886
Total Recurring Costs		**$ 493,953**	**$ 43,613**	**$ -**	**$ -**	**$ -**	**$ 537,566**
Net General Fund Surplus/(Deficit)		**$ (113,298)**	**$ 243,486**	**$ -**	**$ -**	**$ -**	**$ 130,188**
Per Acre		**$ (789)**	**$ 21,528**	**NA**	**NA**	**NA**	**$ 840**
II. Fire Structural Fund							
Recurring Revenue							
Property Tax	Table 3	$ 376,992	$ 27,158	$ -	$ -	$ -	$ 404,150
Total Recurring Revenue		**$ 376,992**	**$ 27,158**	**$ -**	**$ -**	**$ -**	**$ 404,150**
Recurring Costs							
Fire Protection Cost	Table 12	$ 238,676	$ 3,459	$ -	$ -	$ -	$ 242,136
Total Recurring Costs		**$ 238,676**	**$ 3,459**	**$ -**	**$ -**	**$ -**	**$ 242,136**
Net Fire Structural Fund Surplus/(Deficit)		**$ 138,316**	**$ 23,699**	**$ -**	**$ -**	**$ -**	**$ 162,015**
Per Acre		**$ 963**	**$ 2,095**	**NA**	**NA**	**NA**	**$ 1,046**
III. Gas Tax Fund							
Recurring Revenue							
Gas Tax	Table 8	$ 262,896	$ -	$ -	$ -	$ -	$ 262,896
Total Recurring Revenue		**$ 262,896**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 262,896**
Recurring Costs							
Road Maintenance Cost (b)	Table 13	$ 23,606	$ 1,859	$ -	$ -	$ -	$ 25,465
Total Recurring Costs		**$ 23,606**	**$ 1,859**	**$ -**	**$ -**	**$ -**	**$ 25,465**
Net Gas Tax Fund Surplus/(Deficit)		**$ 239,290**	**$ (1,859)**	**$ -**	**$ -**	**$ -**	**$ 237,430**
Per Acre		**$ 1,666**	**$ (164)**	**NA**	**NA**	**NA**	**$ 1,533**
TOTAL NET FISCAL IMPACT		**$ 264,308**	**$ 265,325**	**$ -**	**$ -**	**$ -**	**$ 529,633**
PER ACRE		**$ 1,840**	**$ 23,459**	**NA**	**NA**	**NA**	**$ 3,419**

Footnotes:
(a) Residential acreage excludes park, street and school acreage.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 2 - Land Use Assumptions
Scenario 2 - Existing Entitlement
July 8, 2013

I. Residential Land Use Assumptions

Land Use	Units (a)	Acres (a),(b)
Single Family Residential	1,870	143.61

II. Non-Residential Land Use Assumptions

Land Use	Square Feet (a)	Acres (a)
Retail	172,432	11.31
Hotel	-	-
Industrial	-	-
Business Park	-	-
Total	**172,432**	**11.31**

III. Equivalent Residents Calculation

Land Use	Sq. Ft. per Employee (a)	Residents per Household (d)	Residents	Employees	Equivalent Residents @ 0.312 (c)	Service Population
			[1]		[2]	[1] + [2]
Residential		3.976	7,435	-		7,435
Retail	500		-	345	108	108
Hotel	500		-	-	-	-
Industrial	2,487		-	-	-	-
Business Park	600		-	-	-	-
Total		3.976	7,435	345	108	7,543

IV. Assessed Value

Land Use	Units /Sq. Ft.	Value per Units/ Sq. Ft. (a)	Assessed Value
	[1]	[2]	[1] X [2]
Residential	1,870	$ 320,000	$ 598,400,000
Retail	172,432	250.00	43,108,000
Hotel	-	250.00	-
Industrial	-	80.00	-
Business Park	-	150.00	-
Total			$ 641,508,000

V. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Acres	143.61	11.31	-	-	-	154.92
Units	1,870	-	-	-	-	1,870
Square Feet	-	172,432	-	-	-	172,432
Residents	7,435	-	-	-	-	7,435
Employees	-	345	-	-	-	345
Service Population	7,435	108	-	-	-	7,543
Assessed Value	$ 598,400,000	$ 43,108,000	$ -	$ -	$ -	$ 641,508,000

Footnotes:

(a) Per information provided by Goodman Birtcher.

(b) Residential acreage excludes park, street and school acreage.

(c) Per the Eastvale Incorporation Study Comprehensive Fiscal Analysis Public Hearing Draft prepared by Willdan, dated 10/2/2009 (pg. 14).

(d) Per California Department of Finance, Table E-5 dated 1/1/2012

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 3 - Property Tax Revenue Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Secured Property Tax Revenue Calculation

Land Use	Total Value (Table 2)	Property Tax @ 1%	General Fund Prop. Tax Revenue @ 3.13% (a)	Fire Structural Fund Prop. Tax Revenue @ 6.30% (b)
Residential	$ 598,400,000	$ 5,984,000	$ 187,299	$ 376,992
Retail	43,108,000	431,080	13,493	27,158
Hotel	-	-	-	-
Industrial	-	-	-	-
Business Park	-	-	-	-
Total	$ 641,508,000	$ 6,415,080	$ 200,792	$ 404,150

II. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
General Fund Property Tax						
General Fund Property Tax	$ 187,299	$ 13,493	$ -	$ -	$ -	$ 200,792
Plus: Unsecured Property Tax @ 10% (c)	-	1,349	-	-	-	1,349
Total General Fund Property Tax	**$ 187,299**	**$ 14,842**	**$ -**	**$ -**	**$ -**	**$ 202,141**
Fire Structural Fund Property Tax	**$ 376,992**	**$ 27,158**	**$ -**	**$ -**	**$ -**	**$ 404,150**

Footnotes:
(a) Per conversations with City staff, the General Fund is anticipated to receive 3.13% of the basic 1% property tax.
(b) Fire Structural Fund share of the basic 1% property tax per the Eastvale Incorporation Study Comprehensive Fiscal Analysis Public Hearing Draft prepared by Willdan, dated 10/2/2009 (Calculated in Table 5.5 on pg. 43).
(c) Assumes unsecured property tax at 10% of secured property tax amount for non-residential land uses, per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 4 - Direct Sales Tax Revenue and Transient Occupancy Tax Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Retail Sales Tax Generation

Land Use	Sq. Ft. (Table 2)	Sales per Sq. Ft. (a)	Gross Sales	Retail Taxable Sales @ 80% (b)	Direct Sales Tax Revenue @ 1%
Retail	172,432	$ 189.00	$ 32,589,648	$ 26,071,718	$ 260,717
Total Retail	172,432		$ 32,589,648	$ 26,071,718	**$ 260,717**

II. Hotel Sales Tax Generation

	Number of Rooms (c)	Revenue per Available Room (d)	Taxable Sales	Direct Sales Tax Revenue @ 1%
Food & Beverage Revenue	-	$ 6,478	$ -	$ -
Other Operated Department Revenue	-	452	-	-
Rentals and Other Income	-	261	-	-
Total			$ -	$ -

III. Transient Occupancy Tax ("TOT")

Number of Rooms	Annual Rooms	Average Occupancy Rate (d)	Average Room Rate (d)	Room Revenue	TOT Rate (b)	Transient Occupancy Tax
-	-	65.0%	$ 118.00	$ -	10%	$ -

III. Summary by Land Use

	Retail	Hotel	Industrial	Business Park	Light Industrial	Total
Direct Sales Tax	**$ 260,717**	$ -	$ -	$ -	$ -	**$ 260,717**
Transient Occupancy Tax	-	-	-	-	-	-

Footnotes:

(a) Per the Dollars and Cents of Shopping Centers, published by the Urban Land Institute in 2008. U.S. Community Shopping Centers in the West generate an average $331 per square foot.
(b) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011.
(c) Per information provided by Goodman Birtcher.
(d) Revenue per available room, average occupancy rate and average room rate for select service hotel per the PKF Consulting Hotel Study, dated 12/7/2011.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 5 - Indirect Sales Tax Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Non-Residential Worker Retail Spending Pattern Analysis		Lunch	Shoppers Goods	Convenience Goods	Dinner/ Drinks	Total
Avg. Weekly Expenditures Before/During/After Work (a)	[1]	$ 22.50	$ 64.90	$ 44.20	$ 11.00	$ 142.60
Avg. Annual Expenditures Before/During/After Work (b)	[2]	1,080	3,115	2,121	528	6,844
% of Purchases Made Closer to Work (c)	[3]	100%	39%	39%	28%	
Average Annual Expenditures Closer to Work	[2]X[3]=[4]	$ 1,080	$ 1,215	$ 827	$ 148	$ 3,270
Median Salary for Survey Respondents (d)	[5]	$ 72,620	$ 72,620	$ 72,620	$ 72,620	
Median Salary for Project Employees						
Median Salary for City of Eastvale (e)	[6]	$ 60,392	$ 60,392	$ 60,392	$ 60,392	
Reduction for Lower Industrial Employee Salaries (f)	[7]	25%	25%	25%	25%	
Median Salary for Project Employees	[6]X(1-[7])=[8]	$ 45,294	$ 45,294	$ 45,294	$ 45,294	
Adjustment Factor for Difference in Income	[8]/[5]=[9]	62%	62%	62%	62%	
Adjusted Avg. Annual Expenditures per Employee	[4]X[9]=[10]	$ 674	$ 758	$ 516	$ 92	$ 2,039

II. Non-Residential Calculation

Land Use	Employees (Table 2)	Adj. Avg. Annual Expenditures per Employee	Projected Taxable Sales	Indirect Sales Tax Revenue
	[1]	[2]	[1] X [2] = [3]	[3] X 1%
Retail	345	2,039	703,338	**7,033**
Hotel	-	2,039	-	-
Industrial	-	2,039	-	-
Business Park	-	2,039	-	-
Total	345		703,338	**7,033**

III. Summary by Land Use

	Retail	Hotel	Industrial	Business Park	Total
Indirect Sales Tax	**$ 7,033**	**$ -**	**$ -**	**$ -**	**$ 7,033**

Footnotes:

(a) Estimate of average national weekly suburban office worker spending per Office Worker Retail Spending Patterns published by the International Council of Shopping Centers, dated 2003.
(b) Reflects annual spending adjusted for holidays, vacations, and annual weekdays per Office Worker Retail Spending Patterns published by the International Council of Shopping Centers, dated 2003.
(c) Reflect suburban office worker purchases made closer to work per Office Worker Retail Spending Patterns published by the International Council of Shopping Centers, dated 2003.
(d) Median salary of suburban respondents per Office Worker Retail Spending Patterns published by the International Council of Shopping Centers, dated 2003.
(e) Median household income for City of Eastvale zip codes 92880 and 91752 per U.S. Census Bureau American Fact Finder 2009 inflation adjusted data.
(f) Reduction of 25% for potential lower industrial worker salaries.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 6 - Property Transfer Tax Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Property Transfer Tax Calculation

Land Use	Assessed Value (Table 2)	Average Annual Turnover Rate (a)	Value of Annual Turnover	Transfer Tax Rate (b)	Total Property Transfer Tax
	[1]	[2]	[1] X [2] = [3]	[4]	[3] X [4]
Residential	$ 598,400,000	14.00%	$ 83,776,000	0.055%	**$ 46,077**
Retail	43,108,000	10.00%	4,310,800	0.055%	**2,371**
Hotel	-	10.00%	-	0.055%	-
Industrial (c)	-	0.00%	-	0.055%	-
Business Park	-	10.00%	-	0.055%	-
Total	$ 641,508,000		$ 88,086,800		**48,448**

II. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Transfer Tax Revenue	**$ 46,077**	**$ 2,371**	**$ -**	**$ -**	**$ -**	**$ 48,448**

Footnotes:

(a) Assumes Residential property is sold approximately every 7 years and Non-Residential property is sold approximately every 10 years.

(b) The County may levy a transfer tax at the rate of $0.55 for each $500 of assessed value. A City within the County that levies this tax can levy a transfer tax at a rate of $0.55 per $1,000. If both the County and City levy the transfer tax, a credit shall be allowed against the amount imposed by the County in the amount of tax that is imposed by the City per California Revenue and Taxation Code 11911.

(c) Developer intends to hold and operate the industrial land use for the foreseeable future. As such, the turnover rate on industrial land use is assumed to be zero.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 7 - General Fund, Fire Structural Fund, and Gas Tax Fund Revenue Budget
Scenario 2 - Existing Entitlement
July 8, 2013

	FY 2011-12 Annual City Budget (a)	Measure	City Units (b)	Revenue/ Service Population	Marginal Increase	Adjusted City Revenue
I. General Fund	[1]		[2]	[1]/[2]=[3]	[4]	[3]X[4]=[5]
Taxes						
Property Taxes	$ 1,313,000	---------- See Table 3 ----------				
Property Transfer Tax	285,000	---------- See Table 6 ----------				
Sales & Use Taxes	1,852,000	---------- See Tables 4 & 5 ----------				
Franchise Fees						
Franchise Fee - Cable TV	$ 328,707	Per Service Population	56,051	$ 5.86	100%	$ 5.86
Franchise Fee - Electric	215,995	Per Service Population	56,051	3.85	100%	3.85
Franchise Fee - Refuse Disposal	240,866	Per Service Population	56,051	4.30	100%	4.30
Franchise Fee - So Cal Gas	159,728	Per Service Population	56,051	2.85	100%	2.85
Subtotal Franchise Fees	$ 945,296			$ 16.86		$ 16.86
Total Taxes	**$ 4,395,296**					**$ 16.86**
License, Permits & Fees (c)						
Construction/Building Permit	$ 120,000	Per Service Population	56,051	$ 2.14	0%	$ -
Conditional Use Permit	9,098	Per Service Population	56,051	0.16	0%	-
Development Fees	650,000	Per Service Population	56,051	11.60	0%	-
Total Community Development	**$ 779,098**			**$ 13.90**		**$ -**
Fines & Forfeitures						
Court, Vehicle, & Parking Fine Fees	$ 125,000	Per Service Population	56,051	$ 2.23	100%	$ 2.23
Total Fines & Forfeitures	**$ 125,000**			**$ 2.23**		**$ 2.23**
Intergovernmental						
Motor Vehicle License Fees	$ 3,442,802	Per Capita	54,303	$ 63.40	0%	$ -
Total Fines & Forfeitures	**$ 3,442,802**			**$ 63.40**		**$ -**
Use of Money & Property						
Interest Income	$ 40,000	Per Service Population	56,051	$ 0.71	100%	$ 0.71
Total Use of Money & Property	**$ 40,000**			**$ 0.71**		**$ 0.71**
Transfers						
Transfers in from Structural Fire	$ 85,000	Per Service Population	56,051	$ 1.52	0%	$ -
Transfers in from Gas Tax	81,793	Per Service Population	56,051	1.46	0%	-
Total Transfers	**$ 166,793**			**$ 2.98**		**$ -**
Total General Fund	**$ 8,948,989**					**$ 19.81**
II. Fire Structural Fund						
Property Tax	$ 3,233,000	---------- See Table 3 ----------				
Total Fire Structural Fund	**$ 3,233,000**					**$ -**
III. Gas Tax Fund						
Gas Tax, 2013	$ 838,129	Per Capita	54,303	$ 15.43	100%	$ 15.43
Gas Tax, 2015	358,211	Per Capita	54,303	6.60	100%	6.60
Gas Tax, 2016	217,135	Per Capita	54,303	4.00	100%	4.00
Gas Tax, 2017	466,195	Per Capita	54,303	8.59	100%	8.59
Gas Tax, 2017.5	6,000	Per Capita	54,303	0.11	100%	0.11
Gas Tax Fund Interest Income	34,410	Per Capita	54,303	0.63	100%	0.63
Total General Government	**$ 1,920,080**			**$ 35.36**		**$ 35.36**

Footnotes:
(a) Per the Fiscal Year 2011-12 City of Eastvale Adopted Annual Operations and Capital Improvement Budget.
(b) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011, there are 54,303 city residents and 1,748 weighted employees (equivalent residents) for a total service population of 56,051.
(c) This analysis assumes that the Project will not have an ongoing impact on the City's License, Permit & Fees revenue.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 8 - Other General Fund Revenue Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Calculation

Land Use	Residents (Table 2)	Employees (Table 2)	Service Population (Table 2)	Franchise Fees @ $16.86 (Table 7)	Fines & Forfeitures @ $2.23 (Table 7)	Use of Money & Property @ $0.71 (Table 7)	Gas Tax @ $35.36 (Table 7)
Measurement				Per Service Population	Per Service Population	Per Service Population	Per Capita
Residential	7,435	-	7,435	$ 125,393	$ 16,581	$ 5,306	$ 262,896
Retail	-	345	108	1,817	240	77	-
Hotel	-	-	-	-	-	-	-
Industrial	-	-	-	-	-	-	-
Business Park	-	-	-	-	-	-	-
Total	7,435	345	7,543	$ 127,210	$ 16,821	$ 5,383	$ 262,896

II. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Franchise Fees	$ 125,393	$ 1,817	$ -	$ -	$ -	$ 127,210
Fines & Forfeitures	16,581	240	-	-	-	16,821
Use of Money & Property	5,306	77	-	-	-	5,383
Gas Tax	262,896	-	-	-	-	262,896

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 9 - General Fund, Fire Structural Fund, and Gas Tax Fund Expenditure Budget
Scenario 2 - Existing Entitlement
July 8, 2013

	FY 2011-12 Annual City Budget (a)	Measure	City Service Population (b)	Cost/ Service Population	Marginal Increase	Adjusted City Cost
I. General Fund	[1]		[2]	[1]/[2]=[3]	[4]	[3]X[4]=[5]
General Government						
City Council	$ 129,366	Per Service Population	56,051	$ 2.31	90%	$ 2.08
City Attorney	198,000	Per Service Population	56,051	3.53	90%	3.18
City Clerk	163,271	Per Service Population	56,051	2.91	90%	2.62
City Manager	416,139	Per Service Population	56,051	7.42	90%	6.68
Finance	401,879	Per Service Population	56,051	7.17	90%	6.45
Building & Facilities	756,270	Per Service Population	56,051	13.49	90%	12.14
Total General Government	**$ 2,064,925**			**$ 36.84**		**$ 33.16**
Community Development						
Planning	$ 810,890	Per Service Population	56,051	$ 14.47	0%	$ -
Code Enforcement	122,350	Per Service Population	56,051	2.18	100%	2.18
Building & Safety	622,400	Per Service Population	56,051	11.10	0%	-
Engineering	46,500	Per Service Population	56,051	0.83	0%	-
Public Works	100,000	Per Service Population	56,051	1.78	100%	1.78
Total Community Development	**$ 1,702,140**			**$ 30.37**		**$ 3.97**
Public Safety						
Law Enforcement	$ 5,031,483	---------- See Table 11 ----------				
Animal Control	137,932	Per Capita	54,303	2.54	100%	2.54
Total Public Safety	**$ 5,169,415**					**$ 2.54**
Total General Fund	**$ 8,936,480**					**$ 39.66**
II. Fire Structural Fund						
Fire Department	$ 1,799,305	---------- See Table 12 ----------				
Total Fire Structural Fund						
III. Gas Tax Fund						
General Plan Services	$ 100,000	Per Service Population	56,051	$ 1.78	0%	$ -
Street Maintenance	205,000	---------- See Table 13 ----------				
Signal Maintenance	70,000	---------- See Table 13 ----------				
Other Professional Services	419,000	Per Service Population	56,051	7.48	0%	-
Contingency	300,000	Per Service Population	56,051	5.35	0%	-
Other Capital Outlay	1,160,000	Per Service Population	56,051	20.70	0%	-
Total Gas Tax Fund	**$ 2,254,000**					**$ -**

Footnotes:
(a) Per the Fiscal Year 2011-12 City of Eastvale Adopted Annual Operations and Capital Improvement Budget.
(b) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011, there are 54,303 city residents and 1,748 weighted employees (equivalent residents) for a total service population of 56,051.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 10 - General Government and Community Development Cost Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Calculation

Land Use	Residents (Table 2)	Employees (Table 2)	Service Population (Table 2)	General Government Cost @ $33.16 (Table 9)	Community Development Cost @ $3.97 (Table 9)	Animal Control Cost @ $2.54 (Table 9)
Measure				Per Service Population	Per Service Population	Per Capita
Residential	7,435	-	7,435	$ 246,520	$ 29,495	$ 18,886
Retail	-	345	108	3,573	427	-
Hotel	-	-	-	-	-	-
Industrial	-	-	-	-	-	-
Business Park	-	-	-	-	-	-
Total	7,435	345	7,543	$ 250,092	$ 29,922	$ 18,886

II. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
General Government Cost	$ 246,520	$ 3,573	$ -	$ -	$ -	$ 250,092
Community Development Cost	29,495	427	-	-	-	29,922
Animal Control Cost	18,886	-	-	-	-	18,886

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 11 - Law Enforcement Cost Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Service Cost per Acre

Land Use	Service Calls (a)	% Calls	Allocation of Law Enforcement Costs	Existing Citywide Acreage per Land Use (a)	Cost per Acre
	[1]	[1] / Σ[1] = [2]	[2] X Σ[3] = [3]	[4]	[3] / [4]
Residential	4,636	81.73%	$ 4,112,474	2,967	$ 1,386
Retail Commercial	687	12.11%	609,420	174	3,502
Hotel (b)					3,502
Industrial/Warehouse	189	3.33%	167,657	438	383
Business Park (c)	-	0.00%	-	-	383
Public Facilities	127	2.24%	112,658	111	1,015
Public Parks	33	0.58%	29,273	173	169
Total/Weighted Average	5,672	100.00%	$ 5,031,483	3,863	$ 1,302

II. Law Enforcement Cost Calculation

Land Use	Project Acreage (Table 2)	Cost per Acre	Cost by Land Use
Residential	143.61	$ 1,386	**$ 199,054**
Retail	11.31	3,502	**39,612**
Hotel	-	3,502	-
Industrial	-	383	-
Business Park	-	383	-
Total/Weighted Average	154.92		**$ 238,666**

III. Summary by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Law Enforcement Cost	**$ 199,054**	**$ 39,612**	**$ -**	**$ -**	**$ -**	**$ 238,666**

Footnotes:
(a) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011.
(b) Assumes hotel cost per acre is equal to calculated retail commercial cost per acre.
(c) Assumes business park cost per acre is equal to calculated industrial/warehouse cost per acre.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 12 - Fire Protection Cost Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Cost per Service Call per Service Population Calculation (a)

Service Calls Between 1/1/11 and 6/22/2011	917	[1]
Extrapolate to Annual Service Calls (2 X 917)	1,834	[2] = [1] X 2
FY2011-12 Budget (Table 9)	$ 1,799,305	[3]
Cost per Service Call	**$ 981**	[3] / [2]
City Service Population	56,051	[4]
Calls per Service Population	**0.033**	[2] / [4]

II. Allocation by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Service Population (Table 2)	7,435	108	-	-	-	7,543
Calls per Service Population	0.033	0.033	0.033	0.033	0.033	0.033
Service Calls	243	4	-	-	-	247
Cost per Service Call	$ 981	$ 981	$ 981	$ 981	$ 981	$ 981
Fire Protection Cost	**$ 238,676**	**$ 3,459**	**$ -**	**$ -**	**$ -**	**$ 242,136**

Footnotes:
(a) Per the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011.

Exhibit C
Goodman Commerce Center at Eastvale Fiscal Impact Analysis
Table 13 - Road Maintenance Cost Calculations
Scenario 2 - Existing Entitlement
July 8, 2013

I. Calculation

Road Maintenance Cost	Cost (a)	Unit Factor (a)	Project Units (b)	Total Cost
Roads	4,228	per centerline mile	1.33	$ 5,623
Signals	6,614	per signal	3.00	19,842
Total Road Maintenance Cost				**$ 25,465**

II. Allocation by Land Use

	Residential	Retail	Hotel	Industrial	Business Park	Total
Acres (Table 2)	143.61	11.31	-	-	-	154.92
% of Total Project Acreage	92.70%	7.30%	0.00%	0.00%	0.00%	100.00%
Road Maintenance Cost (c)	**$ 23,606**	**$ 1,859**	**$ -**	**$ -**	**$ -**	**$ 25,465**

Footnotes:

(a) Per the Eastvale Incorporation Study Comprehensive Fiscal Analysis Public Hearing Draft prepared by Willdan, dated 10/2/2009 (Table 4.9 on pg. 32).

(b) Per information provided by the client and the Fiscal Impact Analysis Eastvale Commerce Center prepared by PMC, dated 7/19/2011. Under the Goodman Commerce Center scenario, all internal streets are anticipated to be privately maintained.

(c) Allocated based on pro-rata share of acres.

ATTACHMENT I

HOUSING NEEDS ASSESSMENT INFORMATION

TABLE HNA-24: COMPARISON OF THE REGIONAL HOUSING NEED AND RESIDENTIAL SITES

Income Group	2014–2021 RHNA	Specific Plan Capacity	Site Inventory Capacity	Total	RHNA Surplus
Extremely Low	187				
Very Low	187	686	--	686	62
Low	250				
Moderate	274	1,364	750	2,114	1,840
Above Moderate	565	--	1,009	1,009	444
Total	**1,463**	**2,050**	**1,759**	**3,809**	**2,346**

Source: City of Eastvale, SCAG, March 2013

TABLE HNA-25: LAND INVENTORY

Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints[1]
			Agriculture				
1	130020008	A-2-10	AG	45.48	0.05	2	
2	130030043	A-2-10	AG	15.48	0.05	1	
Subtotal				***60.96***		***3***	
			Low Density Residential				
3	130070002	A-1	LDR	0.96	2	2	Flood Zone, developer to mitigate
4	130070006	A-1	LDR	0.68	2	1	Flood Zone, developer to mitigate
5	130070008	A-1	LDR	0.50	2	1	Flood Zone, developer to mitigate
6	130070015	A-1	LDR	2.32	2	4	
7	130070019	A-1	LDR	1.11	2	2	
8	130080004	A-1	LDR	0.99	2	2	Flood Zone, developer to mitigate
9	144070012	A-1	LDR	4.37	2	7	
10	144070013	A-1	LDR	4.45	2	7	
11	144070014	A-1	LDR	7.43	2	12	

Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints[1]
12	144070015	A-1	LDR	7.21	2	12	
13	144080008	A-1	LDR	1.42	2	2	
14	144080009	A-1	LDR	0.64	2	1	
15	144090019	A-1	LDR	0.78	2	1	
16	144100002	A-1	LDR	0.97	2	2	
17	144100009	A-1	LDR	1.07	2	2	
18	144100010	A-1	LDR	1.31	2	2	
19	144100011	A-1	LDR	2.38	2	4	
20	144100027	A-1	LDR	2.42	2	4	
21	144100033	A-1	LDR	0.79	2	1	
22	144100034	A-1	LDR	4.64	2	7	
23	144100041	A-1	LDR	1.87	2	3	
24	144100042	A-1	LDR	0.49	2	1	
25	144110027	A-1	LDR	2.39	2	4	
26	144110029	A-1	LDR	2.38	2	4	
27	144110034	A-1	LDR	1.12	2	2	
28	144130008	A-1	LDR	3.93	2	6	
29	144130012	A-1	LDR	0.47	2	1	
30	144130013	A-1	LDR	0.69	2	1	
31	144130016	A-1	LDR	0.51	2	1	
32	130080005	A-1	LDR	5.43	2	9	
33	144070005	A-2	LDR	1.13	2	2	
34	144070006	A-2	LDR	2.11	2	3	
35	144070007	A-2	LDR	2.36	2	4	
36	144070008	A-2	LDR	2.40	2	4	
37	144070016	A-2	LDR	0.94	2	2	
38	144070017	A-2	LDR	0.96	2	2	
39	144070018	A-2	LDR	0.54	2	1	
40	144070020	A-2	LDR	0.72	2	1	
41	144150003	A-2	LDR	0.61	2	1	
42	144150004	A-2	LDR	0.68	2	1	
43	144150006	A-2	LDR	0.77	2	1	
44	144150007	A-2	LDR	0.61	2	1	

Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints[1]
45	152030006	A-2-5	LDR	4.19	2	7	Flood Zone, developer to mitigate
46	130080008	A-2-10	LDR	4.76	2	8	
47	152040034	R-A-1	LDR	32.54	2	52	Flood Zone, developer to mitigate
Sites with Inconsistent Zoning							
48	144080007	C-1/C-P	LDR		2	--	Flood Zone, developer to mitigate
49	144080017	C-1/C-P	LDR		2	--	
50	144120010	C-1/C-P	LDR		2	--	
51	144080015	C-1/C-P	LDR		2	--	
52	144080006	C-1/C-P	LDR		2	--	
53	144080004	C-1/C-P	LDR		2	--	
54	144080003	C-1/C-P	LDR		2	--	
55	152040034	W-1	LDR		2	--	
Subtotal				***121.04***		***198***	
			Medium Density Residential				
56	152050046	A-2-5	MDR	4.40	5.0	12	
57	130020008	A-2-10	MDR	20.37	5.0	57	
58	152050050	A-2-10	MDR	13.42	5.0	38	Flood Zone, developer to mitigate
59	164020004	A-2-10	MDR	0.38	5.0	1	
60	164030010	A-2-10	MDR	10.95	5.0	31	
61	164030025	A-2-20	MDR	29.94	5.0	84	
62	152060003	R-R	MDR	7.20	5.0	20	Approx. 55% buildable
63	130030042	R-1	MDR	0.00	5.0	0	
64	130080028	R-1	MDR	0.00	5.0	0	
65	130080031	R-1	MDR	0.00	5.0	0	
66	130653001	R-1	MDR	2.88	5.0	8	
67	130661003	R-1	MDR	29.29	5.0	82	

Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints[1]
68	130730056	R-1	MDR	0.03	5.0	0	
69	144030029	R-1	MDR	0.45	5.0	1	
70	144030030	R-1	MDR	1.40	5.0	4	
71	144580026	R-1	MDR	0.36	5.0	1	
72	144600045	R-1	MDR	20.92	5.0	59	
73	144780012	R-1	MDR	0.91	5.0	3	
74	164010017	R-1	MDR	41.14	5.0	115	
75	164030032	R-1	MDR	31.19	5.0	87	
76	164030033	R-1	MDR	20.05	5.0	56	
77	164570026	R-1	MDR	0.67	5.0	2	
78	130020001	R-4	MDR	29.29	5.0	117	
79	144010009	SP ZONE	MDR	1.12	5.0	4	
80	144010013	SP ZONE	MDR	0.36	5.0	1	
81	144640057	SP ZONE	MDR	0.91	5.0	4	
82	144650077	SP ZONE	MDR	0.63	5.0	3	
83	144660058	SP ZONE	MDR	0.92	5.0	4	
84	144670077	SP ZONE	MDR	0.91	5.0	4	
85	144670094	SP ZONE	MDR	1.86	5.0	7	
86	144680090	SP ZONE	MDR	0.68	5.0	3	
Sites with Inconsistent Zoning							
87	130020001	C-1/C-P	MDR		5.0	–	
88	152050048	C-1/C-P	MDR		5.0	–	
89	152060002	W-1	MDR		5.0	–	
90	152050040	W-1	MDR		5.0	–	Flood Zone, developer to mitigate
91	152060003	W-1	MDR		5.0	–	Flood Zone, developer to mitigate
92	152420023	W-1	MDR		5.0	–	Flood Zone, developer to mitigate
93	164030019	C-P-S	MDR		5.0	–	
Subtotal				**272.63**		***808***	
Medium High Density Residential							
94	152050001	R-3	MHDR	18.52	8.0	119	

Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints[1]
95	152050007	R-3	MHDR	19.53	8.0	75	
Subtotal				***38.05***		***194***	
			High Density Residential				
96	160020024	R-3	HDR	11.26	14	126	
97	164030027	R-3	HDR	38.45	14	431	
Sites with Inconsistent Zoning							
98	164030024	A-2-20	HDR		14	—	
99	144060041	A-2-1	HDR		14	—	
Subtotal				***49.71***		***557***	

Source: City of Eastvale, March 2013
[1] All sites included in the land inventory have water and sewer available and unless a site constraint is listed, no constraint exists and 80% capacity is assumed, unless otherwise noted.

FIGURE HNA-2: LAND INVENTORY MAP

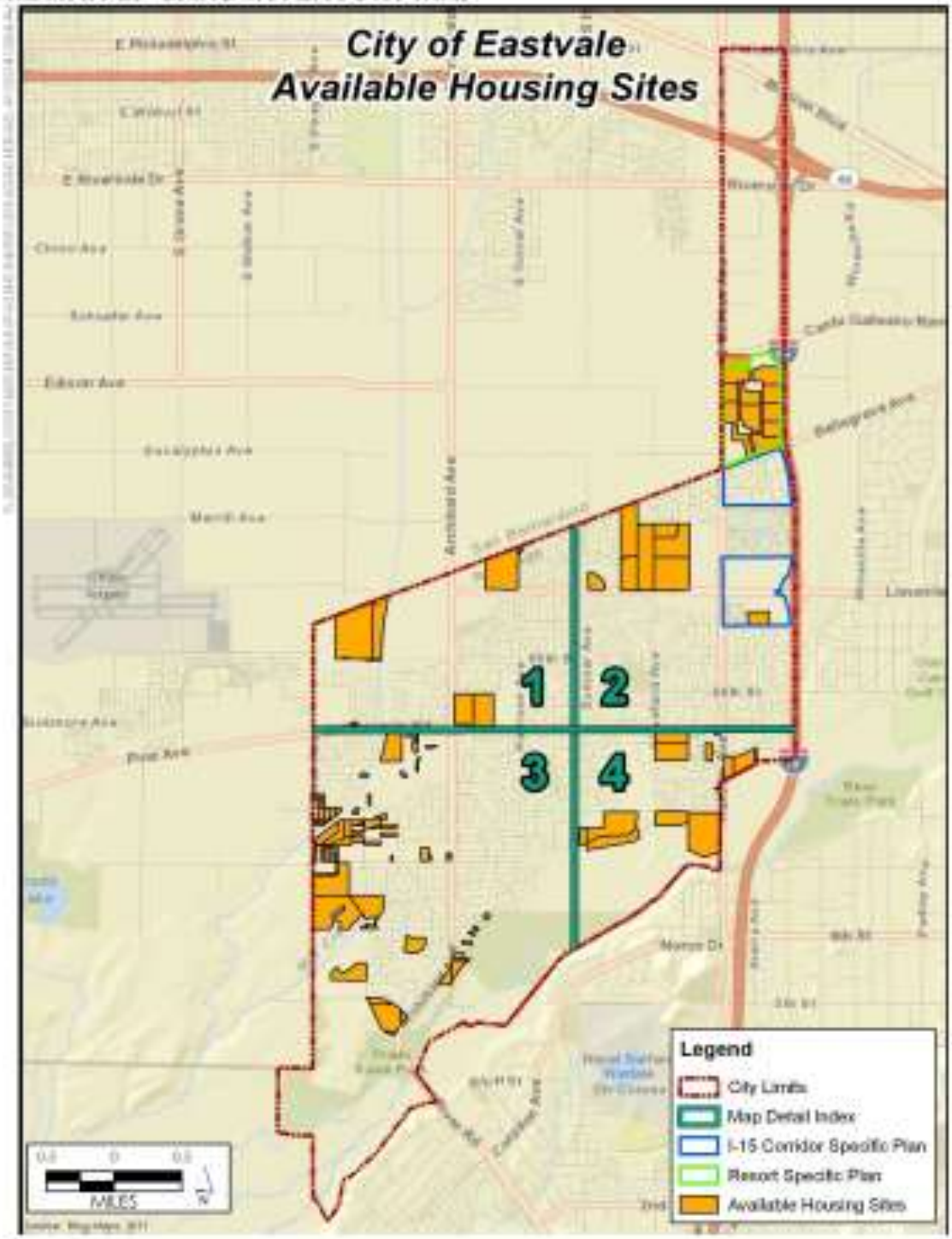

FIGURE HNA-3: LAND INVENTORY MAP, DETAIL 1

FIGURE HNA-4: LAND INVENTORY MAP, DETAIL 2

FIGURE HNA-5: LAND INVENTORY MAP, DETAIL 3

FIGURE HNA-6: LAND INVENTORY MAP, DETAIL 4