

1.0 PROJECT DESCRIPTION

1.1 SUMMARY OF THE PROJECT

The **Shea Cajalco Commerce Center Project** (“Project”) proposes the entitlement of a 58.69 -acre site in the City of Corona (City) to accommodate up to approximately 805,400 square feet (sf) of light industrial and logistics uses of by SP Acquisitions, LLC (“Project Applicant”). The 58.69 Project site is currently owned by the Riverside County Transportation Commission (RCTC). It is a remainder site that is no longer needed by RCTC and is positioned to be sold to a private developer. The 9.54-acre Bedford Canyon Channel divides the Project site and is planned to be channelized by the Riverside County Flood Control and Water Conservation District (RCFCWCD) as a separate and independent project.¹ The Bedford Canyon Channel channelization has undergone a separate review under California Environmental Quality Act (CEQA) as part of RCFCWCD efforts and will not be analyzed for this Project beyond any Project-specific effects that may potentially occur. As such, the remaining 49.15-acre area of the Project site will act as the Project’s development area (Development Area), excluding the 9.54-acre Bedford Canyon Channel.

The Project’s entitlement applications include a General Plan Amendment (GPA), Change of Zone (CZ), and Tentative Tract Map (TTM):

- **GPA 2024-0001** pertains to Assessor Parcel Numbers (APNs) 279-240-008 and 279-240-020 and would change the City of Corona General Plan land use designation of these parcels from Agricultural (AG) to General Industrial (GI). APN 279-530-030 is already designated GI and would not be subject to the proposed GPA.
- **CZ 2024-0001** also pertains to APNs 279-240-008 and 279-240-020 and would change the zoning classification of these parcels from Agricultural (A) to General Manufacturing (M-2). APN 279-530-030 is already zoned M-2 and would not be subject to the proposed CZ.
- **TTM 38907** proposes to subdivide 58.69 gross acres from three existing parcels into eight numbered parcels and four lettered lots to prepare the property for future development as a commerce center. The TTM is accompanied by a conceptual mass grading plan, retaining wall plan, wet utility plan, and drainage plan showing how the site would be graded and served by roads and utilities to accommodate future commerce center development. Numbered Parcels 1 through 8 would accommodate development sites for future industrial buildings. Although no buildings are proposed at this time, based on the design of the TTM, reasonably foreseeable

¹ RCFCWCD issued a Mitigated Negative Declaration (MND) for the Bedford Canyon Channel Stage 1 Project (SCH No. 2025090959) in September 2025, which entails the construction, operation, and maintenance of channel improvements that divide the Project Site and address drainage deficiencies and sedimentation beneath and upstream of the Temescal Canyon Road bridge.

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

development is anticipated to consist of eight buildings totaling up to 805,400 square feet (s.f.) of building space. Lettered Lot A would comprise a new public street with access to Lots 2, 3, 4, 7 and 8, Lettered Lot B would comprise a new private driveway with access to Lots 5 and 6, and Lettered Lots C and D totaling 9.54 acres would accommodate the Bedford Canyon Channel which would be encumbered with a permanent easement in favor of the RCFCWCD.

1.2 SETTING AND PROJECT SITE LOCATION

The Project Site is located within the southwestern portion of the City in western Riverside (County) . The City of Corona is situated near the western edge of the County and lies within a region of Southern California commonly referred to as the Inland Empire. The Inland Empire encompasses portions of Riverside and San Bernardino counties and forms one of the largest and fastest-growing industrial and residential regions in southern California. Corona is bordered by unincorporated areas of Riverside County to the south and east, the City of Norco to the north, and the Orange County line to the west. Major regional transportation corridors include Interstate 15 (I-15), which traverses the city in a north-south direction immediately west of the Project Site, and State Route 91 (SR 91), which extends east-west through the northern portion of the city.

The Project Site is located at the southwest corner of Cajalco Road and Temescal Canyon Road comprising three parcels (APNs 279-240-008, 279-240-020, and 279-530-030) and is bisected by the Bedford Canyon Channel. The site is bounded on the north by Cajalco Road, on the northeast by Temescal Canyon Road, and on the west by the I-15 corridor. To the north on the opposite side of Cajalco Road is Crossings at Corona, a commercial shopping center. To the east and south is the community of Dos Logos, which includes business park, retail commercial, residential, and golf course uses.

1.3 EXISTING CONDITIONS SUMMARY

The Project Site is in a vacant, previously disturbed condition. There are no permanent structures; however, foundations of a former aluminum brick manufacturing facility (Liston Brick Company at 3710 Temescal Canyon Road) are located in the northeastern portion of the site. The northwestern portion of the site is (APN 279-530-030) vacant and graded. The project site is bisected by a drainage channel trending northeast to southwest, which divides the property into distinct northern and southern portions. The channel's northeastern section is concrete-lined, while the remainder appears to be earthen. Topographically, the site features a significant elevation gain from north to south, with the southern portion sitting approximately 60 to 120 feet higher than the northern area. The site's maximum elevation is approximately 940 feet Mean Sea Level (msl) in the east-central area, descending to a minimum elevation of 820 feet msl at the northeast corner. Under existing conditions, the Project site generally drains northward toward Temescal Canyon Road, while off-site runoff from adjacent areas is conveyed through the existing flood control channel .

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

Two cellular towers are also located within the western and northern regions of the site. Two cell towers are currently located on the site. A Sprint tower in the western portion of the property near I-15 will remain in place. The second tower, located in the northern portion of the Project site near Cajalco Road, is planned to be relocated in the future, likely to a location near the Sprint tower that will remain. Any future relocation of this tower would be processed under a separate entitlement.

1.4 STATEMENT OF OBJECTIVES

The underlying purpose and goal of the Project is to entitle an underutilized site owned by RCTC for an employment-generating industrial use to facilitate RCTC's sale of the property to a private developer. The following objectives are intended to achieve the underlying purpose:

- A. To diversify the mix of land uses in the City's I-15 corridor by increasing the supply of land available for industrial development.
- B. To designate and develop industrial uses near designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.
- C. To expand economic development, facilitate job creation, and increase the tax base for the City by enabling the constructing of additional buildings to accommodate general industrial uses including but not limited to warehousing, cold storage, and light industrial.
- D. To develop new industrial buildings in the City that are designed to meet contemporary industry standards and be economically competitive with similarly sized industrial buildings in the local area and region.
- E. To create parcels for the Bedford Canyon Channel and provide a permanent easement in for channel operation and maintenance by the RCFCWCD.
- F. To build a public street that bridges over the Bedford Canyon Channel to facilitate development along both sides of the channel between Temescal Canyon Road and I-15.

1.5 GENERAL PLAN AMENDMENT No. 2024-0001

General Plan Amendment No. 2024-0001 (GPA 2024-0001) involves a modification to the City of Corona General Plan Land Use Map for APNs 279-240-008 and 279-240-020. Under existing conditions, these APNs are designated Agricultural (AG) by the General Plan. As part of GPA 2024-0001, the land use designation for these parcels would be changed to General Industrial (GI) to facilitate their future development with industrial uses and associated infrastructure. The GI designation is intended to accommodate a range of industrial, warehouse, and manufacturing uses within enclosed buildings and is compatible with the surrounding land use pattern, which includes properties to the east currently designated General Industrial (GI) and Light Industrial (LI). GPA 2024-0001 would provide consistency

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

between the Project Site and adjacent developed areas while supporting the City's economic development objectives for the Temescal Canyon Road corridor.

1.6 CHANGE OF ZONE No. CZ 2004-0001

Change of Zone No. 2024-0001 (CZ 2024-0001) involves a modification to the City of Corona Zoning Map for APNs 279-240-008 and 279-240-020. Under existing conditions, both parcels are zoned Agricultural (A) pursuant to the City of Corona Zoning Code (Title 17 of the Corona Municipal Code). The A zoning classification is intended to accommodate agricultural production, animal keeping, and limited rural uses on large parcels of land, and does not allow for industrial development. As part of CZ 2024-0001, the zoning classification for these parcels would be changed from A to M-2 (General Manufacturing). The M-2 zoning designation permits a range of light and general industrial uses, including warehousing, manufacturing, and distribution facilities, subject to development plan review and performance standards to ensure compatibility with adjacent uses. The proposed reclassification would align the zoning of the Project Site with adjacent properties to the east, which are zoned M-2 (General Manufacturing) and BP, Business Park. The proposed change would also ensure consistency with the General Plan land use designation of General Industrial (GI) proposed under GPA 2024-0001 and would facilitate the orderly development of the site with industrial uses consistent with the City's long-term planning objectives for the Temescal Canyon Road and Cajalco Road corridors.

1.7 TENTATIVE TRACT MAP No.38907 (TTM 38907)

Tentative Tract Map No. 38907 (TTM 38907) involves the subdivision of 58.69 gross acres from three existing parcels into eight numbered parcels and four lettered lots. Numbered Parcels 1 through 8 would accommodate development sites for future industrial buildings. Lettered Lot A would accommodate new Public Street A and Lettered Lot B would accommodate a new private driveway. Lettered Lots C and D totaling 9.54 acres would accommodate the Bedford Canyon Channel which would be encumbered by a permanent easement to the RCFCWCD. Additionally, 0.37 acres would accommodate ROW dedications along Temescal Canyon Road (0.24 acres) and Cajalco Road (0.13 acres). There is a proposed 15-foot-wide Public Trail (Type 1 Multi-Purpose Trail) located on the north side of the Bedford Canyon Wash Channel within the RCFCWCD easement.

Refer to the table below for the approximate sizes of each proposed parcel.

Lot/Parcel	Proposed Use	Acreage
Parcel 1	General Light Industrial	3.40
Parcel 2	General Light Industrial	3.41
Parcel 3	General Light Industrial	1.74
Parcel 4	General Light Industrial	1.34
Parcel 5	General Light Industrial	1.83

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

Parcel 6	Warehouse and Cold Storage	4.32
Parcel 7	Warehouse and Cold Storage	20.73
Parcel 8	Warehouse and Cold Storage	10.1
Lot A	Public Street	1.69
Lot B	Private Street	0.22
Lot C	Bedford Canyon Channel	4.67
Lot D	Bedford Canyon Channel	4.87
ROW	ROW Dedication along Temescal Canyon Road	0.24
ROW	ROW Dedication along Cajalco Road	0.13
Total:	-----	58.69 Acres

1.7.1 CIRCULATION

As shown on the proposed TTM, access to the Project's building pads would be provided by one new public street proposed as Public Street A and one new private street proposed as Private Street B, both of which would connect to Cajalco Road. New Public Street A would align with Grand Oaks at an existing traffic signal on Cajalco Road, extend into the site, and bridge over Bedford Canyon Channel with a minimum 12-foot vertical clearance terminating as a cul-de-sac positioned between Parcel 7 and Parcel 8. Street A would be designed to meet City standards and include sidewalks and parkway landscaping. No improvements to Bedford Canyon Channel would occur as part of the Project, as the channel is planned to be improved as a concrete-lined channel by the RCFCWCD as a separate and independent project with the RCFCWCD serving as the lead agency. Public Street A would serve Lots 2, 3, 4, 7 and 8, while Private Street B would serve Lots 5 and 6. Private Street B would not bridge over the channel. Lot 1 would be served by a right-in/right-out only driveway connecting with Cajalco Road. Improvements proposed along portions of the Project Site's frontage with Cajalco Road include but are not limited to reconfiguration of the existing Grand Oaks/Cajalco Road intersection traffic signal, reconstruction of curb and gutter, sidewalk and landscape installation, and relocations of street lights, water meters, fire hydrants, electric vaults, and other associated infrastructure. Also, overhead utility lines along the site's frontage would be placed underground.

Two options are under consideration to provide for secondary emergency vehicle access. The primary option (Option A, refer to TTM for details) is a proposed emergency access driveway extending generally southeast from the Street A cul-de-sac to connect with Temescal Canyon Road, across RCFCWCD-controlled property. This connection would function as an emergency vehicle access (EVA) and may also accommodate secondary passenger vehicle and truck access in the event of an emergency, subject to design approval by RCFCWCD, the City of Corona, and the Corona Fire Department. Subject to RCFCWCD approval, secondary emergency access would be provided via the top of the Flood Control channel to Temescal Canyon Road through a recorded access easement; if acceptable to RCFCWCD and the City, this area may be identified on a future revision to the Tentative Map and labeled as lettered Lot E.

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

As an alternate option for secondary access (Option B, refer to TTM for details), a private driveway would be installed at the Street A cul-de-sac and traverse southeast through the Lakeshore Plaza office property located to the east of the Project Site and connecting with Blue Springs Drive. Installation of the driveway would include minor modifications to the Lake Shore Plaza property's existing manufactured slope that adjoins the Project Site boundary and their paved surface parking area entailing restriping of parking spaces and drive aisles. If this option is implemented, the driveway would be open to passenger vehicles and would be used by emergency vehicles and trucks only in the event of an emergency, subject to design approval by the City and private property owner. This Alternative B option for secondary access would modify the lot acreages resulting in a total Project Site acreage of 59.05 acres, mainly due to the extension of Lot A. Notwithstanding implementation of this alternate driveway connection, the proposed emergency vehicle access driveway to Temescal Canyon Road described above as Option A would still be constructed and maintained as part of the Project's secondary emergency access.

Refer to the table below for the approximate sizes of each proposed parcel for the alternative secondary access option:

Lot/Parcel	Proposed Use	Acreage
Parcel 1	General Light Industrial	3.40
Parcel 2	General Light Industrial	3.41
Parcel 3	General Light Industrial	1.74
Parcel 4	General Light Industrial	1.34
Parcel 5	General Light Industrial	1.83
Parcel 6	Warehouse and Cold Storage	4.32
Parcel 7	Warehouse and Cold Storage	21.50
Parcel 8	Warehouse and Cold Storage	8.62
Lot A	Public Street	3.13
Lot B	Private Street	0.22
Lot C	Bedford Canyon Channel	4.71
Lot D	Bedford Canyon Channel	4.87
ROW	ROW Dedication along Temescal Canyon Road	0.24
ROW	ROW Dedication along Cajalco Road	0.13
Total:	-----	59.05 Acres

1.7.2 GRADING, DRAINAGE AND SITE WORK

The TTM is accompanied by a conceptual mass grading plan, retaining wall plan, wet utility plan, and drainage plan showing how the site would be graded and served by roads and utilities to accommodate future commerce center development. In summary, the site would be graded to establish building pads, internal vehicular and non-vehicular circulation, and stormwater management facilities. Under Option

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

A, the grading of the site would require approximately 289,581 cubic yards of cut and 369,154 cubic yards of fill, with approximately 79,574 cubic yard of import estimated. Under Option B, the grading of the site would require approximately 288,851 cubic yards of cut and 364,599 cubic yards of fill, with approximately 75,748 cubic yards of import estimated. Refer to Sheets 9 and 10 of the TTM for cut and fill details.

Proposed manufactured slopes would be located along the site's perimeter, adjacent to the Bedford Canyon Channel, and near internal roadways and are expected to be constructed at gradients ranging from 2:1 to 4:1, with a maximum height of approximately 40 feet. Several retaining walls are proposed in select areas to support grade transitions along I-15 and building pads, with maximum wall heights of approximately 35 feet. All grading and drainage improvements would conform to applicable City standards and best management practices for erosion control and slope stabilization.

Drainage improvements are designed for consistency with City and RCFCWCD standards. Under existing conditions, the Project site generally drains northeasterly toward Temescal Canyon Road, while off-site runoff from adjacent areas is conveyed through the Bedford Canyon Wash in its existing condition (before RCFCWCD's planned channelization). The proposed storm drain system would be designed to accommodate the 100-year design storm. Runoff from future building roofs, paved areas, and parking surfaces would be directed to underground detention chambers and biofiltration basins for treatment prior to discharge. Following treatment, storm flows would discharge to underground storm drain pipes, which would convey runoff via lateral connections to the Bedford Canyon Channel, which will be channelized through the site by the RCFCWCD as a separate and independent project. Off-site flows entering the property from the south would be intercepted by the Bedford Canyon Channel to prevent erosion and flooding. The final drainage system design would ensure no increase in downstream peak flow rates or off-site flooding resulting from the Project.

1.7.3 WATER AND SEWER IMPROVEMENTS

Potable and recycled water service to the Project would be provided by the City of Corona Utilities Department. Under existing conditions, 12-inch water mains are located within Cajalco Road and Temescal Canyon Road. As part of the Project, an 8-inch public water line is proposed within Public Street A, private onsite drive aisles, and the EV access road, which would connect to an existing 12-inch main located within Temescal Canyon Road. On-site distribution would be provided by an 8-inch private water line extending through the Project Site and connecting to the public main at several points throughout the site. Domestic water service to individual future buildings would be accommodated by a network of 6 and/or 8 inch laterals. Fire protection service would be supplied by a series of 6 and 8-inch fire water loops surrounding the proposed building pads, connecting them to the on-site main and/or adjacent public mains. Fire hydrant spacing and fire flow capacities would be designed to meet the requirements of the Corona Fire Department.

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

Wastewater service would be provided by the City. Existing sewer infrastructure in the Project Site's vicinity includes 15-inch sewer mains within Cajalco Road. As part of the Project, an 8-inch sewer main is proposed within Public Street A, which would connect to the existing 15-inch sewer line in Cajalco Road. On-site sewer laterals ranging from 6 to 8-inch in diameter would collect flows from each future building and convey wastewater to the new main. Wastewater generated by the Project would be conveyed to the City of Corona Water Reclamation Facility for treatment and disposal.

1.7.4 ANTICIPATED FUTURE DEVELOPMENT

Although no buildings are proposed at this time, based on the design of the TTM, reasonably foreseeable development is anticipated to consist of eight buildings totaling up to 805,400 square feet (s.f.) of building space. The purpose of the proposed entitlements is to establish the land use and zoning designations, subdivision boundaries, and development standards that would govern subsequent site development. Future construction of individual industrial buildings and associated site improvements would occur in accordance with ministerial construction-level approvals (e.g., building permits, grading permits, and improvement plans) to ensure compliance with applicable City codes and design standards.

The eight anticipated buildings are anticipated to be designed to accommodate a range of general light industrial, warehouse, and cold storage uses with accessory office components, consistent with the General Industrial (GI) land use designation and M-2 (General Manufacturing) zoning classification proposed under GPA 2024-0001 and CZ 2024-0001. The following summary describes the reasonably foreseeable development scenario.

Building 1

Building 1 would be developed on the 3.40-acre future Parcel 1 in the northeastern portion of the Project site at the southwest corner of Cajalco Road and Temescal Canyon Road. The building is reasonably estimated to be approximately 55,825 s.f. in size (including 50,825 s.f. of ground-floor area and 5,000 s.f. of mezzanine/office) and occupied by a general light industrial user. Given the building size and configuration of the parcel, approximately 10 loading dock doors would be expected facing the Bedford Canyon Channel.

Building 2

Building 2 would be developed on the 3.41 -acre future Parcel 2, positioned between Parcel 1 and proposed Public Street A, south of Cajalco Road. The building is reasonably estimated to be approximately 68,858 s.f. in size (including 66,358 s.f. of ground-floor area and 5,000 s.f. of mezzanine/office) and occupied by a general light industrial user. Given the building size and configuration of the parcel, approximately 17 loading dock doors would be expected facing the Bedford Canyon Channel.

Building 3

Building 3 would be developed on the 1.74-acre future Parcel 3, south of Cajalco Road and west of proposed Public Street A. The building is reasonably estimated to be approximately 23,208 s.f. in size (20,208 s.f. ground floor and 3,000 s.f. mezzanine/office) and occupied by a general light industrial user. Loading dock doors, if any, would be few and expected to face interior to the Project Site. Given the building size and configuration of the parcel, two or three loading dock doors would be expected facing interior to the Project Site.

Building 4

Building 4 would be developed on the 1.34-acre future Parcel 4, south of Parcel 3 and west of proposed Public Street A. The building is reasonably expected to be approximately 22,018 s.f. in size (19,018 s.f. ground floor and 3,000 s.f. mezzanine/office) and occupied by a general light industrial user. Given the building size and configuration of the parcel, two or three loading dock doors would be expected facing interior to the Project Site.

Building 5

Building 5 would be developed on the 1.83-acre future Parcel 5, south of Cajalco Road and west of I-15. The building is reasonably expected to be approximately 33,342 s.f. in size (30,342 s.f. ground floor and 3,000 s.f. mezzanine/office) and occupied by a general light industrial user. Given the building size and configuration of the parcel, three or four loading dock doors would be expected facing interior to the Project Site.

Building 6

Building 6 would be developed on the 4.32-acre future Parcel 6, immediately south of Parcel 5 and west of I-15. The building is reasonably expected to be approximately 77,586 s.f. in size (70,586 s.f. ground floor and 7,000 s.f. mezzanine/office) and occupied by a warehousing and cold storage user (64,701 s.f. of Warehousing use and 12,885 s.f. of High-Cube Cold Storage Warehouse use for a total of 77,586 s.f.). Given the building size and configuration of the parcel, approximately 10 loading dock doors would be expected facing interior to the Project Site.

Building 7

Building 7 would be developed on the largest parcel, the 20.73-acre future Parcel 7, along the southern portion of the Project Site adjacent to I-15. The building is reasonably expected to be approximately 385,250 s.f. in size (376,250 s.f. ground floor and 9,000 s.f. mezzanine) and

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

occupied by a warehouse and cold storage user (321,271 s.f. of Warehousing use and 63,979 s.f. of High-Cube Cold Storage Warehouse use for a total of 385,250 s.f.). Given the building size and configuration of the parcel, approximately 50 loading dock doors would be expected positioned on the long façade of the building facing away from I-15.

Building 8

Building 8 would be developed on the 10.10-acre future Parcel 8 in the western portion of the Project Site. The building is reasonably expected to be approximately 139,310 s.f. (132,310 s.f. ground floor and 7,000 s.f. mezzanine) occupied by a warehousing and cold storage user (116,177 s.f. of Warehousing use and 23,136 s.f. of High-Cube Cold Storage Warehouse use for a total of 139,310 s.f.). With a building of this size and configuration of the parcel, approximately 20 loading dock doors would be expected facing due east.

To service the eight buildings, internal circulation in the form of driveways and drive aisles is expected to provide access to all loading areas, parking, and fire routes consistent with City design criteria. Parking would comply with the City of Corona Municipal Code and include standard, accessible, and electric-vehicle (EV) charging spaces distributed throughout the site.

Architecturally, the building elevations, materials, and color palettes are expected to be concrete tilt-up construction with earth toned or light colored architectural coatings. Roofs are expected to be flat and solar-ready. Future construction of the buildings and associated improvements would occur in phases as market conditions allow, subject to building permit and improvement plan review by the City. The precise configuration of the buildings and details such as architectural design, signage, and lighting would be determined at that time, consistent with the Corona Municipal Code requirements, city's Industrial Design Guidelines, and applicable building codes.

Landscaping is expected to occur along the Project Site's perimeters, on manufactured slopes, along new Public Street A (in Lettered Lot A), along the new private driveway (in Lettered Lot B), near the visitor entrances of buildings, and in passenger vehicle parking lots. Detailed landscape and irrigation plans are not included with the current entitlements but when proposed in the future, would be required to comply with the landscape standards of the City's M-2 zone, other applicable City of Corona code requirements inclusive of water-efficient landscape requirements following the State Model Water Efficient Landscape Ordinance (MWELO) and the city's Industrial Landscape Design Guidelines

1.8 CONSTRUCTION CHARACTERISTICS

Construction activities associated with the Project are assumed to commence in 2029 and complete in 2032 as shown in the table below.

Shea Cajalco Commerce Center

Project Description for Purpose of Informing the CEQA Notice of Preparation

Construction Activity	Start Date	End Date	Days
Demolition/Crushing	4/1/2029	6/9/2029	36
Site Preparation	6/10/2029	7/21/2029	20
Grading	7/22/2029	11/3/2029	54
Building Construction	11/4/2029	9/4/2032	530
Paving	5/30/2032	9/4/2032	40
Architectural Coating	5/30/2032	9/4/2032	40

Construction activities are expected to occur during daytime hours in accordance with City Municipal Code requirements except for concrete pouring that would occur at night when air temperatures are cooler to allow for proper curing of the material. Based on the Project type and size, the Project Applicant’s reasonable estimate of the large pieces of construction equipment expected to be used to build the Project is provided in the table below.

Construction Activity	Equipment	Quantity	Hours Per Day
Demolition/Crushing (Approx <20,000 Tons)	Rubber Tired Dozers	2	8
	Excavators	3	8
	Concrete/Industrial Saws	1	8
	Crushing/Processing Equipment (If crushing is anticipated)	1	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Graders	1	8
	Excavators	2	8
	Crawler Tractors	1	8
	Scrapers	10	8
	Rubber Tired Dozers	1	8
Building Construction	Forklifts	3	8
	Generator Sets	1	8
	Cranes	1	8
	Welders	1	8
	Tractors/Loaders/Backhoes	3	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

1.9 OPERATIONAL CHARACTERISTICS

Future users of the Project's anticipated buildings are unknown, but are expected to be a combination of general light industrial, warehousing, and cold storage tenants. These businesses could operate 24 hours per day, 365 days per year. Operations are expected to include goods and materials, employees, visitors/customers, vendors, and maintenance traveling to and from and within the Project Site between parking areas and buildings. Trucks are expected to service the future buildings and load and unload materials at secured loading dock areas at each building. Parking areas would be designed to accommodate passenger vehicles, service vehicles, and trucks with or without and trailers.