



# RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach, P.E.*  
*Assistant TLMA Director*

## DEVELOPMENT ADVISORY COMMITTEE (“DAC”) INITIAL CASE TRANSMITTAL RIVERSIDE COUNTY PLANNING DEPARTMENT – RIVERSIDE PO Box 1409 Riverside, 92502-1409

DATE: November 19, 2020

**TO:**

Riv. Co. Transportation Dept.  
Riv. Co. Environmental Health Dept.  
Riverside County Flood Control  
Riv. Co. Fire Department (Riv. Office)  
Riv. Co. Building & Safety – Grading  
Riv. Co. Building & Safety – Plan Check  
Riv. Co. Regional Parks & Open Space  
Southern California Edison Co. (SCE)  
Southern California Gas Co.  
CALTRANS District # 8  
Santa Ana Reg. Water Quality Control Board

P.D. Environmental Programs Division  
P.D. Geology Section  
Riv. Co. Trans. Dept. – Landscape Section  
P.D. Archaeology Section  
Riverside Transit Agency  
Riv. Co. Waste Resources Management Dept.

South Coast Air Quality Management District  
California Department of Fish and Wildlife  
United States Fish and Wildlife Service

Temescal Valley Municipal Advisory  
Council (MAC)  
Board of Supervisors - Supervisor: Bob Magee  
Planning Commissioner: Carl B. Shaffer  
City of Corona Sphere of Influence  
School Districts Corona- Norco Unified  
Western Municipal Water District (WMWD)

**GENERAL PLAN AMENDMENT NO. 200007/CHANGE OF ZONE NO. 200028/CONDITIONAL USE PERMIT NO. 200044** – (CEQ200092) – Applicant: Dawson Canyon, LLC – Engineer/Representative: Thienes Engineering – First Supervisorial District – Glen Ivy Zoning Area – Temescal Canyon Area Plan – Open Space – Water (OS-W), Community Development: Light Industrial (LI) and Community Center (CC) – Serrano Policy Area - Location: Southeast corner of the Temescal Canyon Rd. and Dawson Canyon Rd. intersection, East of Interstate 15 – 46.12 Net Acres – Zoning: Mineral Resources and Related Manufacturing (M-R-A) and Manufacturing – Medium (M-M) – **REQUEST:** The Entitlement/Policy General Plan Amendment proposes to amend the land use designation from CC to LI, and a portion of LI and OS-W to Open Space – Conservation Habitat (OS-CH). The Change of Zone proposes to amend the existing zoning classifications of M-M and M-R-A to Manufacturing-Service Commercial (M-SC). The Conditional Use Permit is a proposal to develop a last mile delivery station and will consist of an 183,456 SF building. The proposal also includes 90 parking spaces for utilities tractor rigs and vans, 15 truck trailer loading dock spaces, 13 truck trailer parking spaces, 921 spaces for van parking and maintenance, 216 parking spaces for employees, 65 parking spaces for manager/guests/customer pick up, and an additional 90 spaces for vans. The facility will operate 24 hours per day, 7 days per week to support deliver of packages to customer locations between 10:00 a.m. and 9:00 p.m. Long hall trucks will deliver packages to the facility each day between the hours of 10:00 p.m. and 8:00 a.m. Employee work and delivery schedules to

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

PLEASE PRINT NAME AND TITLE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

*If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.*



## **TEMESCAL VALLEY COMMERCE CENTER – PROJECT DESCRIPTION**

### **PROJECT LOCATION**

The 46.12-acre Project site is located within the Temescal Canyon portion of unincorporated Riverside County, east of Interstate 15 (I-15), south of State Route 91 (SR 91), and north of State Route 74 (SR 74). More specifically, the Project site is located east of Temescal Canyon Road and the I-15, southeast of Dawson Canyon Road, and north and south of Park Canyon Road (Dawson Canyon Road). The Temescal Wash traverses the northeastern corner of the Project site, while a segment of the existing Coldwater Canyon Wash drainage occurs along the western Project site boundary.

### **PROPOSED GENERAL PLAN AMENDMENT**

Under existing conditions, the General Plan designates the 46.12-acre Project site for “Light Industrial (LI),” “Community Center (CC),” and “Open Space – Water (OS-W)” land uses. As part of the proposed GPA, areas designated for LI land uses would be expanded to encompass approximately 40.53 acres of the Project site. The northeastern 1.90 acres of the Project site are proposed to be dedicated to the Multiple Species Habitat Conservation Plan (MSHCP) Reserve System and would be designated for “Open Space – Conservation Habitat (OS-CH)” uses. Approximately 3.23 acres along the western boundary of the Project site would be dedicated as right-of-way for the realignment of Temescal Canyon Road, while approximately 0.46 acre in the northern portion of the site would be dedicated as right-of-way for Park Canyon Road (Dawson Canyon Road). Areas proposed for roadway dedication would not be assigned a General Plan land use designation.

### **PROPOSED CHANGE OF ZONE**

Under existing conditions, the southern portions of the Project site are zoned for “Manufacturing-Medium (M-M),” while the northern portions of the Project site are classified as “Mineral Resources & Related Manufacturing (M-R-A).” As part of the proposed CZ, approximately 40.53 acres of the Project site would be reclassified as “Manufacturing-Service Commercial (M-SC),” which would allow for a wide variety of light manufacturing and industrial uses with plot plan approval, and would conditionally allow for additional uses including but not limited to draying and freighting, which is the use proposed under the proposed CUP, as discussed below. The northeastern 1.90 acres of the Project site would be reclassified as “Watercourse, Watershed & Conservation Areas (W-1).” Approximately 3.23 acres along the western boundary of the Project site would be dedicated as right-of-way for the realignment of Temescal Canyon Road, while approximately 0.46 acre in the northern portion of the site would be dedicated as right-of-way for Park Canyon Road (Dawson Canyon Road). Areas proposed for roadway dedication would not be assigned a zoning classification.

## **PROPOSED CONDITIONAL USE PERMIT**

### **Need for a CUP**

The Project Applicant is proposing to develop a last mile delivery station use on the site. The proposed use would consist of “draying, freighting and truck operations,” which are defined by Section 21.25c. of Riverside County Ordinance No. 348 as consisting of a “[b]usiness whose sole purpose is to move goods by truck as opposed to businesses which produce, store and then distribute goods such as manufacturers with warehouses and distribution centers.” Section 11.2 of Ordinance No. 348, which establishes permitted uses within the M-SC zone, allows for “draying, freighting and truck operations” with approval of a conditional use permit (CUP). Accordingly, a CUP is proposed to allow for the development of the proposed 183,456 s.f. last mile delivery station building.

### **Site Features**

The Project Applicant is proposing to develop 40.53 acres of the 46.12-acre Project site with a 183,456 s.f. last mile delivery station building and associated site improvements. The building is proposed at 42-foot tall, consisting of concrete tilt-up panel construction painted in shades of tan with ivory accents. Architectural enhancements include metal canopies, panel reveals, and blue/green glass.

Along the northeastern and southwestern sides of the proposed building would be 90 parking spaces for Utility Tractor Rigs (UTRs) and vans. A total of 15 truck trailer loading dock spaces and 13 truck trailer parking spaces are proposed along the southeastern side of the proposed building. A total of 921 spaces for van parking and maintenance are proposed in the western, southern, and eastern portions of the site. A total of 216 parking spaces for employees, and an additional 65 spaces for manager/guest/customer pick up parking, are proposed in the northwest portion of the site, along with 90 parking spaces for vans.

Access to the site is proposed by three driveways along the realigned Temescal Canyon Road, two driveways along Dawson Canyon Road, and two driveways along Park Canyon Road. The northern driveway along Temescal Canyon Road (Driveway 1) would be restricted to right-turn in/right-turn out, and would serve passenger cars and vans. The central driveway along Temescal Canyon Road (Driveway 2) would consist of a full access intersection that would serve passenger cars, vans, and trucks. The southern driveway along Temescal Canyon Road (Driveway 3) would be restricted to right-turn in/right-turn out and would serve passenger cars and vans. The two driveways along Dawson Canyon Road (Driveways 4 and 5) would consist of full access intersections that would serve only passenger vehicles. The two driveways along Park Canyon Road (Driveways 6 and 7) also would consist of full access intersections, and would serve passenger cars and vans.

### **Operational Features**

The last mile delivery station use would operate 24 hours per day, 7 days per week to support delivery of packages to customer locations between 11:00 a.m. and 9:00 p.m. The Project Applicant anticipates that during most of the year (except during the peak season between Thanksgiving and Christmas (approximately 6 weeks) when operations would be more intense), approximately 21-line haul trucks would be delivering packages to the last mile delivery station each day, primarily between the hours of 10:00 p.m. to 8:00 a.m. The customer packages would be sorted, picked to the delivery routes, placed onto movable racks, and staged for dispatch. Approximately 81 associates and 21 managers would support this operation and the shift structure is designed between 2:00 a.m. and 12:30 p.m. in order to reduce traffic during morning and evening peak periods. Additionally, there would be approximately 32 managers and dispatchers supervising the delivery operations, arriving at 6:00 a.m. and departing at 2:30 p.m. followed by another shift of dispatchers arriving at 1:30 a.m. and departing at 10:00 p.m.

The delivery associates would arrive at the last mile delivery station at 9:20 a.m. Starting at 9:50 a.m. and ending at 11:10 a.m., 230 delivery vans would load and depart from the last mile delivery station at a rate of 75 vans every 20 minutes to facilitate a regulated traffic flow into the surrounding area. The first wave of delivery vans would depart at 10:10 a.m. The departure window is designed to reduce traffic from the Project on the adjacent roads during the morning and evening peak periods. Approximately 8-10 hours after dispatch, delivery routes would complete, and the vans would return to the station between 7:10 p.m. and 9:10 p.m. The drivers would park the delivery van onsite and leave using a personal vehicle or public transportation.

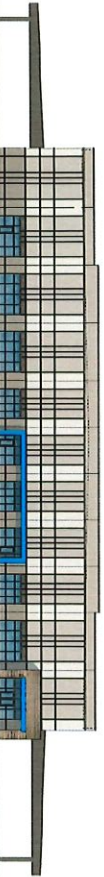
The Project Applicant anticipates approximately 60 traditional passenger vehicles entering the facility staggered between 4:30 p.m. and 6:00 p.m. for additional deliveries. These vehicles would load and depart every 15 minutes. Approximately 31 associates would work in the last mile delivery station between 12:00 p.m. and 10:30 p.m. to support the delivery vehicles as they return to the station. After the check out and release of all delivery vehicles by 9:40 p.m., last mile delivery station associates would prepare the last mile delivery station for the next day's packages.







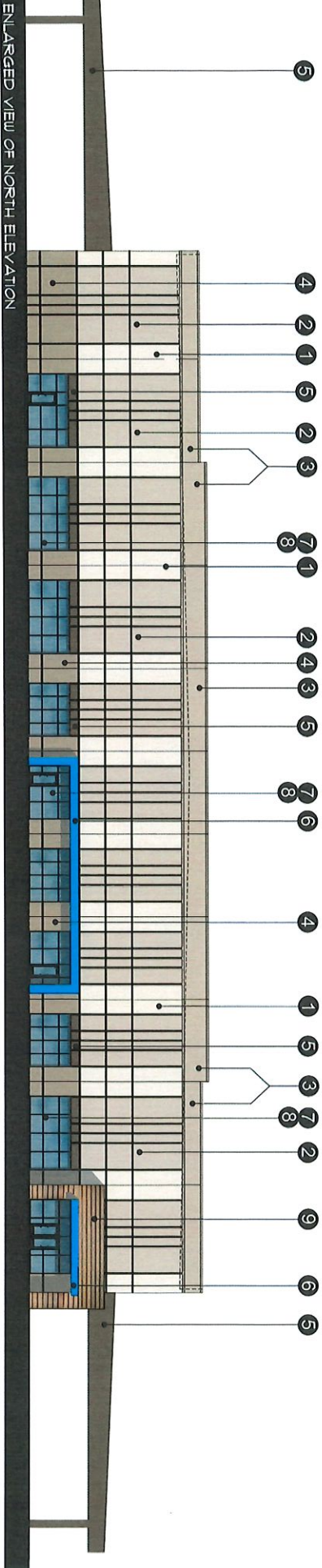
NORTH ELEVATION



WEST ELEVATION



- 1 Sherwin Williams SW 7541 Grecian Ivory
- 2 Sherwin Williams SW 7542 Naturel
- 3 Sherwin Williams SW 7543 Avenue Tan
- 4 Sherwin Williams SW 7544 Ferland
- 5 Sherwin Williams SW 7545 Pier
- 6 Sherwin Williams High Gloss/High performance custom match to Pantone 2995 C Blue @ Metal CANOPY
- 7 Clear Anodized ALUMINUM
- 8 Blue Reflective GLAZING
- 9 Metal Siding @ accent facade

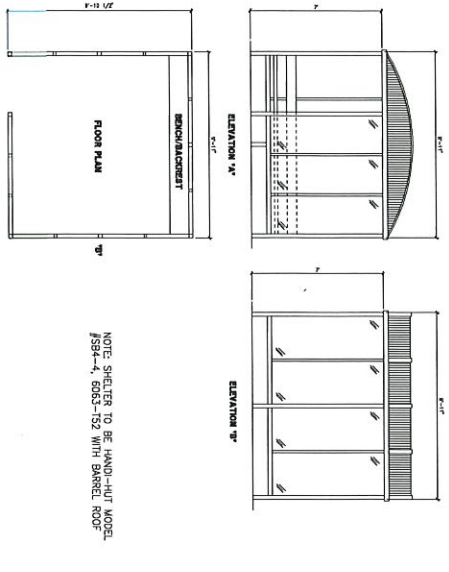
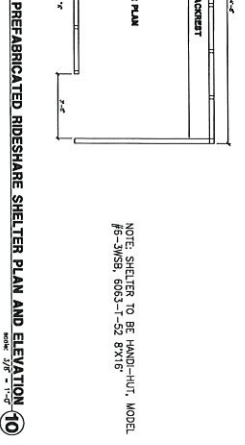
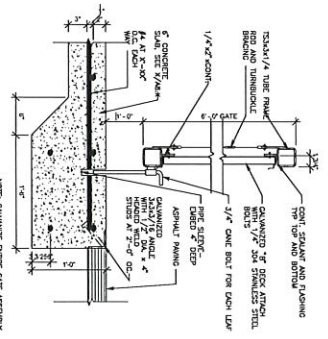
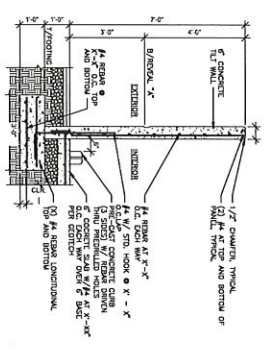
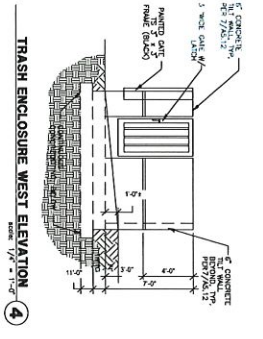
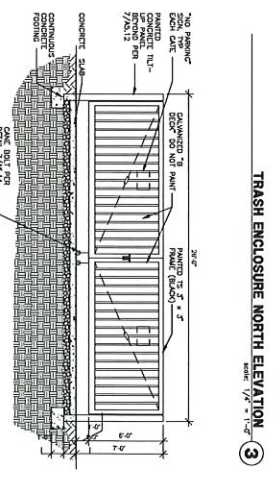
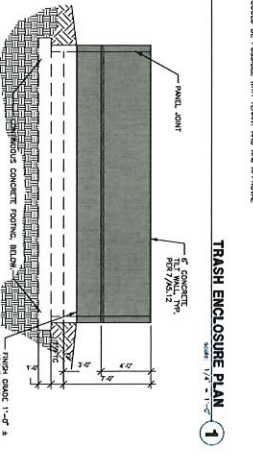
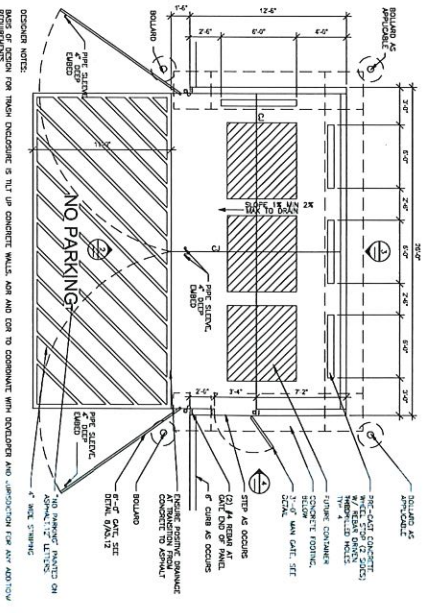


ENLARGED VIEW OF NORTH ELEVATION

DAWSON CANYON LLC.



CONCEPTUAL BUILDING ELEVATIONS & MATERIAL BOARD - 32' CLEAR  
**TEMESCAL VALLEY COMMERCE CENTER**  
 TEMESCAL VALLEY, COUNTY OF RIVERSIDE, CA



**CODE COMPLIANCE**  
DATE: 10/20/20  
DRAWN BY: AMYC  
SCALE: 1/4" = 1'-0"

**LEGEND**

- 1. 1/2" CONCRETE
- 2. 1/2" CONCRETE
- 3. 1/2" CONCRETE
- 4. 1/2" CONCRETE
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