

**PRELIMINARY DRAFT – FOR DISCUSSION PURPOSES ONLY**

**Evaluation of Potential Sites to Locate  
ARB’s Proposed New Southern California Facility**

**INFORMATIONAL MATRIX**

**Site Address:**

The following matrix is designed to provide information about each site that will assist in the evaluation and comparison of the three sites under evaluation. The information is not designed to replace any necessary environmental review required as part of the California Environmental Quality Act. Reviewers should provide as much information about the attributes as possible, including both the current situation and the expected situation in five years. Each attribute category has an “other” category; the “other” category can be used to list other considerations that are not otherwise listed.

<b>Attribute Category</b>	<b>Description/Characterization of Site Relative to Attribute</b>
<b>MANDATORY ATTRIBUTES</b>	
Required Site Area (14 acres minimum)	Does the site meet this requirement? Yes <input type="checkbox"/> ; No <input type="checkbox"/> .
Financing available through lease revenue bonds	Does the site meet this requirement? Yes <input type="checkbox"/> ; No <input type="checkbox"/> .
Free of encumbrances, restrictions, or clouds on title that would preclude construction and operation as proposed	Does the site meet this requirement? Yes <input type="checkbox"/> ; No <input type="checkbox"/> .
Proximity of utilities on-site or nearby (civil infrastructure)	Does the site meet this requirement? Yes <input type="checkbox"/> ; No <input type="checkbox"/> .
Road infrastructure that supports fully-loaded semi-trucks, truck cabs, buses, and light- and medium-duty vehicles	Does the site meet this requirement? Yes <input type="checkbox"/> ; No <input type="checkbox"/> .

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Appropriate land-use zoning (allows motor vehicle testing, hazardous waste storage, office)	Does the site meet this requirement? Yes <input checked="" type="checkbox"/> ; No <input type="checkbox"/> .
<b>DESIRABLE ATTRIBUTES</b>	
<b>Site Area</b>	
Located outside of 100-year flood zone	Yes, the current Flood Insurance Rate Map (FIRM) shows the site is located outside a 100-year flood zone.
Minimum/maximum useable site area, site geometry, and site contiguity	The County will provide a minimum of 16.7 acres for the project made up of separate parcels. Of this, approximately 7.47 acres are currently owned by the County of Riverside and balance of the property is privately owned but the owner is ready and willing to sell any portion necessary for the project. If selected, County will initiate the County process to acquire the privately owned parcels to attain the necessary total acreage desired in the project plan.
Expansion capabilities	Yes, the County has the ability to provide up to 19 acres for the project. In addition, if desired, the County will acquire and/or lease the privately owned office building for the State’s occupancy and use.
Potential for State ownership of the property	Yes, the State will have an option to acquire the property and project.

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Other	
<b>Location</b>	
Distance from major pollution sources (factories, refineries); desirable: > 1000 feet.	Yes, the property is greater than 1000 feet from major pollution sources (factories, refineries) to the proposed site. The manufacturing sector in Riverside is largely indoor light-industry park and non-polluting.
Distance from heavily trafficked roadway; desirable: > 500 feet	Yes, the proposed site is greater than 500 feet from a heavily trafficked roadway. The closest heavily trafficked roadway is Iowa Avenue, which is approximately 1 mile away. That being said, Riverside is served by three major freeways, the I-215, the State Route 60, and the State Route 91. These three freeways meet in north-eastern Riverside at the rebuilt 60/91/215 interchange that was completed in late 2007.
Distance from heavily trafficked rail line using diesel locomotives; desirable: > 1000 feet	Yes, the proposed site is greater than 1000 feet from heavily trafficked rail line using diesel locomotives. However, many of the industrial sites are rail-served, with Union Pacific and Burlington Northern Santa Fe main lines running through the City of Riverside. There is a commuter rail Metro-Link Station under construction and approximately 0.3 mile from the project site.
Distance from rail yard, distribution center, or other toxic contaminant source; desirable: > 1000 feet	Yes, the proposed site is greater than 1,000 feet from a rail yard, distribution center, or other toxic contaminant source.

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Distance from existing ARB facilities at 9528 Telstar Ave, El Monte	The distance from the existing ARB facilities at 9528 Telstar Ave, El Monte to 532 Technology Court, Riverside is approximately 46.8 miles.
Distance to the South Coast Air Quality Management District	The distance from the existing South Coast Air Quality Management District at 21865 Copley Drive, Diamond Bar to 532 Technology Court, Riverside is approximately 32.3 miles.
Convenient access for the general public	Yes, there is convenient access for the general public from Columbia Avenue as well as Palmyrita Avenue which provide excellent transit corridors easterly and westerly to and from the proposed site. Iowa Avenue provides the primary northerly and southerly transit corridor from Riverside to neighboring cities.
Convenient access to major airport	Yes, there is convenient access to several major airports. Ontario International Airport is only 19.3 miles away from the site. Other regional airports include LAX, John Wayne, and Palm Springs.
Other	The project site is within close proximity (1.5 miles) to major freeways. The 215 Freeway and the 91 Freeways are both easily accessed from Columbia Avenue and the 60 Freeway is accessed from Blaine Street or University Avenue. All freeway on and off ramps are within a two mile distance of the site.
<b>Financial Attributes</b>	
Infrastructure improvements	Yes, there are off-site infrastructure improvements built at Technology Court and Research Park Drive which are readily available to be utilized for on-site project development of the proposed site.

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Impacts of existing use, ownership, and control	There are minimal to no impacts of any existing use, ownership and control.
Demolition/remediation costs	Not applicable to this site.
Site construction and preparation costs	By State or by the County at State's option.
Local economic development impact	Pending size and scope of the project.
Site acquisition costs and relocation costs	Development Site Acquisition costs to be borne by the County. Relocation costs to be as negotiated.
Other	The proposed site consists of previously graded development pads and previously graded but vacant land.
<b>Zoning, Local Codes, and Ownership</b>	

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Attribute Category	Description/Characterization of Site Relative to Attribute
Consistency with land use plans and support of local planning initiatives	<p>The proposed site and project is consistent with current land use plans and supports local planning initiatives.</p> <p>The site is located within the Hunter Business Park Specific plan which permits by right: Offices, Manufacturing, Research and Development. Industrial Park District includes:</p> <p>According to the City of Riverside, this planned district will serve users with the desire to locate within an attractive and cohesive working environment in a prestigious location. This district will include, but not be limited to, light industrial uses, research and development facilities (including laboratories), administration facilities, limited types of warehousing, and wholesale operations.</p>
Type of land ownership and site availability	Fee Simple or Leasehold and site are readily available.
Height restrictions	45 feet
Floor area ratios	1.5

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Setback requirements	<p><b>Front</b> - All parcels fronting on a major arterial or industrial collector shall have an average setback of fifty (50) feet from the right-of-way with a minimum setback forty (40) feet from the right-of-way.</p> <p><b>Side and Rear</b> - Minimum of twenty (20) feet except where a setback area abuts a major arterial or secondary collector, in which case front setbacks prevail.</p> <p><b>Parking</b> - Parking setbacks from major arterials and secondary collectors (Iowa Avenue, Spruce Street and Chicago Avenue) shall be 20 feet from the right-of-way. All other minimum requirements for parking and landscaping setbacks shall be consistent with standards required in the Zoning Code.</p>
Parking ratios	<p><b>Office</b> – 1:250 square feet  <b>Manufacturing</b> – 1:350  <b>Warehouse</b> – 1:1000  <b>Research and Development</b> – 1:250</p>
Title report	Provided in previous submittal and available electronically if necessary.
Legal description	Provided in Previous Submittal/Needs of the project may dictate new legal description and mapping.
Legal review	Pending
Other	

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<b>Architectural and Engineering</b>	
Civil engineering/structural	Pending approved plans and scope of project.
Sitework – onsite	Pending approved plans and scope of project.
Sitework - offsite	Pending approved plans and scope of project. Existing off-sites include roads, curbs and gutters.
Hydrology <ul style="list-style-type: none"> <li>• Existing floodplains and watersheds</li> <li>• Wetlands</li> <li>• Drainage problems</li> <li>• Stream valley buffers</li> </ul>	Not within a floodplain, watersheds or wetlands. Not within a drainage boundary nor impacted by stream valley buffers.
Topography – determine impact on development patterns	Pending approved plans and scope of project.

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Physical features <ul style="list-style-type: none"> <li>• Unique features or landmarks</li> <li>• Existing features and landmarks</li> <li>• Existing improvements and buildings</li> <li>• Potential of existing structures</li> </ul>	<p>The property exists adjacent to a hillside with graded pads, vacant land and surrounding and existing light industrial, office and research and development facilities. At the option of the State the County can deliver an existing and contiguous 35,776 square foot office building on 2.34 acres.</p> <p>Existing features include off-site and utility improvements and access to mass transit including a new light rail Metrolink station approximately 0.3 mile from the proposed project site.</p>
Existing vegetation and landscape	Per Biological Report although site has been graded.
Geotechnical, subsurface, and soil conditions	Per Geological Report
State and local seismic requirements, parameters, and zones	Not within fault or fault zone.
Ability of site to provide needed utility and infrastructure requirements (gas, water, storm drain, teledata)	All present including fiber-optic.
Local sanitary sewer capacity and conditions	Local sanitary sewer is available and with capacity for the project.

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Other	
<b>Environmental</b>	
Air quality (Pollution Burden Index, etc.)	Pending approved plans and entitlements.
Noise	Site is partially located within the 60, 65 and 70 CNEL noise contours for the General Plan 2025. Area is generally quiet with the largest contributor is the Metrolink / Rail line within half mile of the site.
Odor	No known impacts in area.
Wind and micro climate	Pending approved plans and entitlements.

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Biological resources	Located within the Riverside/Norco MSHCP Area Plans and directly adjacent to the Highgrove Area Plan.																																										
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Aesthetics	City of Riverside to review and analyze through the Design Review Process.
Cultural resources	Recommend a qualified Archeologist prepare an Archeological / Cultural Resources Report.
Public services	City of Riverside County of Riverside County Service Area (CSA)152 Educational Revenue Augmentation Fund (ERAF) Flood Control Zone 1 Hunter Park/Northside AB1290 Metro Water West N.W. Mosquito & Vector Control District Riverside County Regional Park & Open Space Riverside County Office Of Education Riverside City Community College Riverside Corona Resource Conservation District Riverside Unified School District Western Municipal Water District

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Environmental hazards	Not within flood plane Located within Very High Fire Sensitivity Zone Nearby Williamson Act (but not adjacent or within) Not within Arroyo Small portion of APN 257030015 within Drainage Boundary No nearby faults or fault zones Located within Zone E of the March Air Reserve Base (Deed Notice) Identified to be within Agricultural Habitat Land. Low risk of subsidence / liquefaction Mineral Resources Zone 3 Located adjacent to PQP Conservation Area Low Shrink / Swell Future Trails located within proximity to project – Verify with Parks and Floodplain X - Panel 06065C0727G
Preliminary environmental review	Initial Study pending project description, size and scope.
Threatened, rare, and endangered species	See biological resources above
Conservation program and regulations	Western Riverside County Regional Conservation Authority (RCA) regulates the Multiple Species Habitat Conservation Plan (MSHCP).
Other	

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<b>Transportation and Circulation</b>	
Access to major and minor highways	The project site is within close proximity to major freeways. The 215 Freeway and the 91 Freeways are both easily accessed from Columbia Avenue and the 60 Freeway is accessed from Blaine Street or University Avenue. All freeway on and off ramps are within a two mile distance from the site.
Description of traffic congestion surrounding the site	There is no observable congestion adjacent to the site and the roadways are lightly traveled surrounding this entire area. According to City of Riverside 2014 traffic study, intersections in the site area operate at LOS C or better during peak hours of travel. Two stop-controlled intersections on the west side of the Columbia / I-215 Interchange operate at deficient levels of service during peak hours, but the interchange is included in the TUMF regional transportation improvement funding program.
Special requirements for roadways or streets	None
Infrastructure modifications necessary to allow ingress/egress of staff and test vehicles to the site	Pending design and scope of project. However, the project would be required to construct site access points at Research Park Dr. & Technology Dr., and to construct the cul-de-sac at the termination of Marlborough Ave.
Public transit (bus stops, metrolink, etc.)	Public transit is readily available. The Metrolink light rail station under construction is approximately 0.3 mile and the nearest bus route (Riverside Route 25 via Loma Linda) is approximately 0.6 miles from the subject site.

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Walkability	The walkability of the site is quickly improving with the on-going construction of several amenities including a community park and trail system, a master planned community and a Metrolink Station.
Bike paths	Proposed Class 1 Bikeway directly adjacent to project site (Riverside Canal) Existing Class 2 Bikeway along Columbia Avenue (Serpentine Road)
Public parking areas	Public parking areas can be accommodated on-site pending design, approved plans and scope of project.
Shuttle services	Shuttle services are available to and from the Ontario and LAX airports. Local shuttle services can be arranged as necessary.

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<p>Proximity to SCAG-defined high quality transit area</p>	<p>Site is in close proximity to SCAG-defined high quality transit area. High Quality Transit will be available soon with rail and bus transit services available at Riverside Hunter Park Metrolink Station. High Quality Transit corridors also exist via the 91, 60, 215 and 10 Freeways.</p> 

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Impact on ARB staff commute and possible transit cost differential	Impacts and transit costs will vary for each ARB staff member who travels from their home to the proposed site.
Description of site relative to general needs related to enforcement	The City of Riverside is an exciting, diverse, urbanized, economic engine situated in the heart of Southern California. In 2012, Riverside won the “Model City Clean Air Award” as recognized by the South Coast Air Quality District as a Model Clean Air Community. The site is enhanced relative to its close proximity to the University of California, Riverside and existing and compatible research facilities such as CE-CERT.
Other	Michigan Avenue 66-foot collector at subject Site. Columbia Avenue (nearby) a 110-foot arterial.
<b>Security</b>	
Crime statistics	Crime statistics for Riverside and Hunter Business Park can be found at <a href="https://cityofriverside.maps.arcgis.com/apps/Viewer/index.html?appid=3b5e1c25383345588fc648eb0a2950f9">https://cityofriverside.maps.arcgis.com/apps/Viewer/index.html?appid=3b5e1c25383345588fc648eb0a2950f9</a> Historical reports indicates the overall crime rate in the Hunter Business Park area (Sector B08) to be very low.
Availability of security	Available as necessary.
Other	

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<b>Neighborhood Character/Immediate Surroundings</b>	
Compatibility with proposed facility	Surrounded by light industrial development, research park and warehouse buildings, the proposed project will be compatible with the existing Hunter Park Specific Plan area.
Favorable/unfavorable surroundings	Favorable surroundings include existing research facilities, CE-CERT and University of California, Riverside facilities. Also available to ARB are major conferencing, training and meeting facilities.
Improving/declining neighborhood	Located within 1 mile of the subject site, this area of Riverside is improving with a new master planned community currently under construction known as Spring Mountain Ranch. This master plan community will feature 1,558 single family homes and 92 high density residential units complete with a community park, recreational trails, and landscaped parkway road improvements. <a href="https://springmountainranch.com/community">https://springmountainranch.com/community</a>
Demographics	<a href="http://www.riversideca.gov/planning/pdf/demographics/2010/hunter.pdf">http://www.riversideca.gov/planning/pdf/demographics/2010/hunter.pdf</a>
Median housing value	The median housing value is \$301,500 for the City of Riverside data through July 31, 2015.
Site visibility	Excellent

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Cost of living	Cost of Living Index for City of Riverside is 117 or 13.7% less than the State Average Index of 136.
Other	
<b>Staff Amenities/Diverse Uses</b>	
Restaurants	The subject site is within 1 mile of restaraunts.
Supermarket and/or grocery with produce section	The subject site is within 1.8 miles of a major chain supermarket with grocery, meat and produce sections (Stater Brothers).
Child care	The subject site is within 1.5 miles of a First 5 Riverside child care facility and other privately owned child care providers.
Exercise facilities	The subject site is within 0.7 mile of the Adrenaline Athletic Training facility located at 827 Palmyrita Avenue # A.

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Recreational opportunities	There are recreational opportunities located adjacent to the subject site at the Box Spring Mountain Regional Park trailhead. Also, there are two existing bicycle facilities located within Columbia Avenue from Iowa to Michigan and within Marlborough Avenue from Iowa to Northgate. Hunter Community Park is within 0.8 mile of the site and includes ball fields and walking paths.
Personal services (i.e. banking, post office, hair care salons, dry cleaner, medical clinic, public library, public park, etc.)	An array of personal services can be found within 2 miles of the site.
Other	
<b>LEED Certification – Points Related to Site Selection</b>	
<b>Location and Transportation</b>	

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<p><b>Sensitive Land Protection</b> (1 point)</p> <ul style="list-style-type: none"> <li>• Site on land that has been previously developed (infill site altered by pavement, with buildings, or history of buildings now torn down) <i>or</i></li> <li>• Site is not a defined sensitive land type (prime farmland, floodplain, habitat land, within 100 feet of water body, or within 50 feet of wetland).</li> </ul>	<p>The subject site is not defined as having a sensitive land type designation such as prime farmland, within a floodplain, habitat land, within 100 feet of a water body, or within 50 feet of wetland areas.</p>
<p><b>High Priority Site</b> (1 point)</p> <ul style="list-style-type: none"> <li>• Infill location in either 1) a historic district, or 2) a priority designation site<sup>1</sup>, or 3) a brownfield site<sup>2</sup>.</li> </ul>	<p>The subject site is a high priority site as completed off-site improvements does encourage vertical development and serves to further implement the Hunter Business Park Specific Plan.</p>
<p><b>Surrounding Density</b> (2-3 points)</p> <ul style="list-style-type: none"> <li>• Site with surrounding existing density within a 0.25 mile radius meets either combined density or separate residential and nonresidential densities in LEED Table 1A.</li> </ul>	<p>The subject property is undeveloped. Relative to the surrounding existing density within a 0.25 mile radius, the site does have the ability to meet and exceed LEED Table 1A standards with facilities designed to the compliant square feet per acre of buildable land and floor area ratio requirements.</p>

<sup>1</sup> Per LEED Reference Guide: Priority designation sites include sites listed by the EPA National Priorities List, Federal Empowerment Zone sites, Federal Enterprise Community sites, Federal Renewal Community sites, Department of the Treasury Community Development Financial Institutions Fund Qualified Low-Income Community sites, U.S. Department of Housing and Urban Development’s Qualified Census Tract (QCT) or Difficult Development Area (DDA).

<sup>2</sup> Per LEED Reference Guide: Brownfield is real property or the expansion, redevelopment, or reuse of which may be complicated by the presence or possible presence of a hazardous substance, pollutant, or contaminant.

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**INFORMATIONAL MATRIX**

<b>Attribute Category</b>	<b>Description/Characterization of Site Relative to Attribute</b>
<p><b>Diverse Uses</b> (1-2 points)</p> <ul style="list-style-type: none"> <li>• Site is within a 0.5 mile walking distance of four to seven (1 point) or eight or more (2 points) existing and publicly available diverse uses (see staff amenities section above).</li> </ul>	<p>Yes, within a 0.5 mile walking distance of the subject site there are eight existing and publicly available diverse uses. These include Hunter Park, bicycle lanes within Columbia Avenue, bicycle lanes along Marlborough Avenue, Box Spring Mountain hiking trailhead, Adrenaline Athletic Training Center, Spring Mountain Ranch Community Park and Metrolink’s light commuter rail and bus transit facilities located at Hunter Business Park Station. The subject site, when fully developed, will serve to reduce vehicle trips and vehicle distances traveled as well as reduce the rate of obesity, heart disease, and hypertension by inspiring daily physical activity related to walking and bicycling.</p>
<p><b>Access to Quality Transit</b> (1-5 points)</p> <ul style="list-style-type: none"> <li>• Site is within a 0.25 mile walking distance of existing or planned bus, streetcar or rideshare stops.</li> <li><i>or</i></li> <li>• Site is within a 0.5 mile walking distance of existing or planned bus rapid transit stops, light or heavy rail stations, commuter rail stations, or commuter ferry terminals.</li> </ul>	<p>Access to Quality Transit is available within a 0.5 mile walking distance of bus rapid transit stops and commuter rail services upon final completion of the Metrolink facility (under construction) known as Riverside Hunter Park Station.</p>
<p><b>Bicycle Facilities</b> (1 point)</p> <ul style="list-style-type: none"> <li>• Site located within 200 yards walking or bicycling distance of a bicycle network that connects to either 1) at least 10 diverse uses, or 2) a school or employment center, or 3) a bus rapid transit stop, light or heavy rail station, commuter rail station, or ferry terminal.</li> </ul>	<p>There are existing bicycle facilities located within Columbia from Iowa to Michigan and within Marlborough from Iowa to Northgate. Therefore, the subject site is located within 200 yards walking or bicycling distance of a bicycle network that connects a bus rapid transit stop and commuter rail station located at Hunter Business Park Station.</p>

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<b>Attribute Category</b>	<b>Description/Characterization of Site Relative to Attribute</b>
<b>Sustainable Sites</b>	
<b>Site Development-Protect or Restore Habitat</b> (1-2 points) - Site that would allow for 30-40% of site footprint to be allocated to native/adaptive vegetation.	The subject site is undeveloped and subject to design, plans and specifications for the project and could meet any desired site development standards.
<b>Open Space</b> (1 point) - Site that would allow for 30% of total site area to remain outdoor space with at least 25% vegetated.	The subject site, due to its natural topography, will allow for 30% of total site area to remain outdoor space with at least 25% vegetated with drought tolerant landscaping materials.
<b>Materials and Resources</b>	
<b>Building Life-Cycle Impact Reduction</b> (2-5 points) - Site with historical building that could be reused or abandoned/blighted existing building that could be renovated.	The subject site has no historical buildings present.
Other	
<b>Zero Net Energy (ZNE) Analysis</b>	

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<b>Attribute Category</b>	<b>Description/Characterization of Site Relative to Attribute</b>
Temperate local climate <ul style="list-style-type: none"> <li>• Average summer temperature not to exceed high of 85°F.</li> <li>• Average winter temperature not to drop below 40° F.</li> </ul>	Average Summer Temperature is 92 Degrees Fahrenheit. Average Winter Temperature is 68 Degrees Fahrenheit.
<b>Wind resources (available footprint for wind power)</b>	Site not located in a wind area.
Good solar access - Free of immovable obstructions, such as trees, neighboring buildings, and land-forms that could interfere with adequate solar access.	Good solar access/Excellent
Sufficiently wide east-west lot line - Allows for placement of the building on the site so there is adequate south facing roof for solar collectors and south facing windows and doors for passive solar gain.	Yes
Rectangular in shape and level grade	Please refer to site map for shape and grading contour.
Site size sufficient for on-site renewable generation	Yes, subject to design and scope of project. Solar PV and fuel cells would be the most appropriate forms of generation for the size of the site.
Ground source heat pump resources - Local conditions to support the installation and operation of a ground source heat pump system.	Yes

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<b>Attribute Category</b>	<b>Description/Characterization of Site Relative to Attribute</b>
Close proximity to biofuel facility/bio digester - may be a source of biofuels to fuel a stationary fuel cell.	Yes, the University of California at Riverside have developed a versatile, relatively non-toxic, and efficient way to convert raw agricultural and forestry residues and other plant matter, known as lignocellulosic biomass, into biofuels and chemicals. The patent-pending method, called Co-solvent Enhanced Lignocellulosic Fractionation (CELF).
Other	
<b>Desirable Attributes - Alternative Fueling</b>	
Distance to alternative fueling stations; desirable; < 10 miles	The City and County currently have four alternative fueling stations located within 10 miles from the subject site. In addition, the City has a fleet of equipment and vehicles utilizing CNG (Compressed Natural Gas), LPG (Propane), Electric (Battery Powered vehicles), Particulate traps (in conjunction with Ultra Low Sulfur Diesel Fuel), and in the near future, Hydrogen.
Proximity to additional EV charging stations <ul style="list-style-type: none"> <li>• AC Level 2</li> <li>• DC Fast Charging</li> </ul>	Within 0.4 mile
Other	
<b>Desirable Attributes - Other</b>	

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<b>Attribute Category</b>	<b>Description/Characterization of Site Relative to Attribute</b>
Guaranteed State-rate lodging nearby	Yes, at Mission Inn, Hyatt Place, Marriot, Hampton Inn and a number of other smaller hotels.
Joint-use of support facilities	CE-CERT, University of California, Riverside, City of Riverside and County of Riverside Facilities.
Joint-use parking	Joint-use parking should be designed into the project.
Joint-use meeting rooms and/or conference space	Joint use meeting rooms, training rooms and conferencing centers available through University of California, Riverside CE-CERT and through the City of Riverside and County of Riverside.
Other	