

RINCON BAND OF LUISEÑO INDIANS

Cultural Resources Department

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2635 Fax:(760) 749-2639



August 10, 2016

Patricia Brenes
City of Riverside
Community & economic Development Department
3900 Main Street
Riverside, C 92522

Re: SCBP Buildings 1 & 2 Project

Dear Ms. Brenes:

This letter is written on behalf of Rincon Band of Luiseño Indians. We have received your notification regarding the SCBP Buildings 1 & 2 Project we thank you for the consultation notification. The location you have identified is within the Territory of the Luiseño people.

Embedded in the Luiseño Territory are Rincon's history, culture and identity. The project is within the Luiseño Aboriginal Territory of the Luiseño people however, it is not within Rincon's Historic Boundaries. We do not have any additional information regarding this project but, we defer this project to the Pechanga Band of Luiseño Indians or Soboba Band of Luiseño Indians who are located closer to your project area.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Vincent Whipple
Manager
Rincon Cultural Resources Department

Bo Mazzetti
Tribal Chairman

Stephanie Spencer
Vice Chairwoman

Steve Stallings
Council Member

Laurie E. Gonzalez
Council Member

Alfonso Kolb
Council Member



A  Sempra Energy utility

Estefania Sanchez
Program Assistant 3

9400 Oakdale Blvd
Chatsworth, CA 91311

ESanchez5@semprautilities.com

August 15, 2016

City of Riverside
Community & Economic
Development Department

Email: Patricia Brenes - pbrenes@riversideca.gov

Subject: Notice of Availability of a Draft Environmental Impact Report
Sycamore Canyon Business Park Buildings 1 and 2 State Clearinghouse No.
2015081042

DCF: 1299-16NC953

The Transmission Department of SoCalGas does not operate any facilities within your proposed improvement. However, SoCalGas **Southeast** Distribution Region may maintain and operate facilities within your project scope.

To assure no conflict with the **Southeast** Distribution's pipeline system, please contact them at (714) 634-5067.

Sincerely,

Estefania Sanchez
Program Assistant 3
ESanchez5@semprautilities.com

Jeffrey and Lauri Pitcher
1512 Stockport Drive
Riverside, CA 92408
909-936-2973

Patricia Brenes, Principal Planner
Community & Economic Development Department
Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

Good Morning Ms. Brenes,

I'm writing in response to the Draft Environmental Impact Report (DEIR) which was prepared regarding the proposed Sycamore Canyon Business Park project.

I am not an engineer and certainly no expert in reading these reports. However it does seem that there are multiple areas in which the EIR points out significant adverse environmental impacts that cannot be mitigated.

Our home backs up right against the northern property line of the proposed Building 2. Our address is 1512 Stockport Drive. Considering how unbelievably close to homes the project adjacent to us was approved and built, I am very concerned about the possibility of this second, and much larger project being approved.

Honestly, we need to decide soon whether we need to sell our house. I really don't want to move. I love our home, our backyard and this neighborhood. However, if this 1.4 million square foot project is allowed to be built 60 feet from our property line as proposed, we would have no choice, in order to maintain our outdoor quality of life. After purchasing this home new in 1998, we have finally completed improvements to our backyard where friends and family gather often, only to find out the quality of life of this entire street and surrounding neighborhoods could be compromised by factors such as noise, lighting and pollution. I can't believe or understand why it has to be built so close to the residential property lines.

I am aware of the City of Riverside Good Neighbor Guidelines adopted October 14, 2008. I would hope that this was adopted in a true attempt to maintain balance and compromise, and maintain quality of life for the City's residences. At the time I would've also assumed that this means the City of Riverside really cares about its residents. I've lived in this city since I was 18 months old and love it here, and don't want to think that residents' concerns are discarded that easily. It seems that this document was adopted specifically for projects such as these to suggest that these projects should be designed so as to minimize the negative effects on residential neighborhoods. I don't see how allowing a building such as this 60 feet from our back fence is adhering to these guidelines. How seriously will these guidelines be considered in this approval process?

Needless to say I am concerned not just about the quality of life for the neighborhood but also the potential loss in property values. If this is allowed to happen, I can see this turning into a neighborhood full of nothing but low-end rentals, since no one else will want to live here, with a daunting, loud warehouse facility literally looming right on top of them. There are many high-end homes in the neighborhoods immediately surrounding this Fair Isle/Lochmoor area that could also potentially be affected by a downgrade in this neighborhood. This area has become a great place for new and growing families in Riverside. It would be a shame so see it go downhill.

On another note, the truck traffic is already prohibitive at certain times of the day on Sycamore Canyon Blvd and this would only make it worse.

I'm a CPA in the area and am all for economic development. However, I think everyone in the city would agree that the project down the street was NOT approved with a reasonable set-back and is honestly disrespectful to the residents who live right there. It is almost a disgrace that the city allowed this to happen. In your approval process, PLEASE, if approved at all which would be a mistake in itself, at least consider approving the project with a reasonable set-back from all the surrounding neighborhoods and possibly reducing the size of the project.

I would urge that you, Mayor Bailey, and Mr.Melendrez take 30 minutes out of your day and drive to Stockport Dr and you'll see what I am concerned about. I think if you lived here, you would feel the same.

Please note that I am very generally easy going, go with the flow, positive thinker hoping for the best, etc. and definitely not one to make waves or complain, but this I cannot let go without speaking up.

Thank you for your consideration and response.

Sincerely,

Jeffrey and Lauri K. Pitcher



Board of Education

Gary E. Baugh
Denise Fleming, Ed.D.
Jesus M. Holguin
Cleveland Johnson
Patrick W. Kelleher

Superintendent of Schools

Judy D. White, Ed.D.

Moreno Valley Unified School District

25634 Alessandro Boulevard
Moreno Valley, California 92553
(951) 571-7500
www.mvusd.net

Our mission is to prepare all students academically and socially to become productive members of society

August 23, 2016

Ms. Patricia Brenes, Principal Planner
Community & Economic Development
Department, Planning Division
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522

**SUBJECT: NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT,
SYCAMORE CANYON BUSINESS PARK BUILDINGS 1 AND 2 STATE CLEARINGHOUSE NO.
2015081042**

Dear Ms.Brenes:

The proposed project, Sycamore Canyon Business Park, is within a two mile radius of two nearby schools, Seneca Elementary and Edgemont Elementary within the Moreno Valley Unified School District.

Currently, the commercial developer fees are \$.56/Sq.Ft. Please verify with the district prior to obtaining a building permit as these fees are subject to change. If you should have any questions please contact me at (951) 571-7690.

Respectfully,

A handwritten signature in blue ink that reads 'Alice H. Grundman'.

Alice Grundman
Interim Facilities Director
Facilities Planning & Development Department

rm

Brenes, Patricia

From: Brenes, Patricia
Sent: Tuesday, September 06, 2016 5:13 PM
To: 'Cheryl DeGano'; 'Hoffer, Kathy'; David Stapley; Diane Jenkins, AICP
Cc: White, Ted
Subject: FW: [External] Notice of availability of a draft environmental impact report

FYI

From: Roberto Rubini [mailto:roberto_rubini@yahoo.com]
Sent: Sunday, September 04, 2016 9:37 AM
To: Brenes, Patricia <PBrenes@riversideca.gov>
Subject: [External] Notice of availability of a draft environmental impact report

Sycamore canyon business Park buildings 1 & 2 state clearinghouse # 2015081042

To whom it may correspond.

Of course we don't want anything more built around the Sycamore Canyon area.

It is depressing to see how the little nature left over is been transformed into a big gray boxes.

Please let me know what I can do to oppose more buildings in the area.

Thank you

Roberto Rubini
1562 Stoneykirk dr
Riverside can 92507

951 452 4319

[Sent from Yahoo Mail on Android](#)

Patricia Brenes, Principal City Planner
Riverside City Hall
3900 Main Street
Riverside, CA 92522

RECEIVED
9 SEP 16 2015
Community & Economic
Development Department

Re: Sycamore Canyon Business Park Buildings 1 and 2
1,012,955 square feet and 362,174 square feet of WAREHOUSES

Dear Ms Brenes:

One needs to know what the obstruction and the new air pollution and noise that will be evident if these buildings go forward as proposed. The traffic is already evident and obtrusive. The noise from the existing warehouses is already a nuisance.

The developers are lovely people and I am sure the owners of this property are also. I have no quarrel with them, but with you, the City.

We all know that growth is important, but why can't we strike a balance? Why must these warehouses be so close to residents, who will be looking out on giant walls. Yes they promise greenery that will make it bearable, but that alone will not contain the noise of Semi-Trucks idling and backing up in close proximity to homeowners (property tax payers) back yards.

Please, think twice before you allow this project to continue.

Sincerely,


Maureen Clemens
6012 Abernathy Dr.
Riverside, CA 92507

RECEIVED
SEP 1 2016
Community & Economic
Development Department

September 10, 2016

RECEIVED

SEP 13 2016

Community & Economic
Development Department

City of Riverside
Community & Economic Development
Department of Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522

Attn: Ms. Patricia Brenes , Principal Planner

Re: Draft EIR: Sycamore Canyon Business Park Buildings 1 and 2

References: Building 1: 1,012,995 S.F. Building 2: 420,604 S.F.

Submitted are my comments regarding proposed project noted above: My residence is located directly to the west of Building 2 to the southwest corner. My comments reflect Building 2;

1. The elevation of the tilt-up is much higher than the elevation of Building 1: I request that the elevation of Building 2 MATCH the elevation of Building 2;
2. The elevation should also match the elevations of Big 5 [1,000,000 S.F.] warehouse directly East of my property as well as the new tilt-ups recently constructed to the north of Big 5.



Rick Wade

6058 Cannich Road
Riverside, CA 92507

DEPARTMENT OF TRANSPORTATION**DISTRICT 8****PLANNING (MS 722)**464 WEST 4th STREET, 6th Floor

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-5936

TTY (909) 383-6300

www.dot.ca.gov/dist8

*Serious drought
Help save water!***RECEIVED****SEP 13 2015****Community & Economic
Development Department**

September 12, 2016

City of Riverside
Community & Economic
Development Department
Kyle Smith, Senior Planner
3900 Main Street, 3rd Floor
Riverside, CA 92522

Sycamore Canyon Business Park Buildings 1 and 2 (RIV 215 PM 37.56)

Mr. Smith,

We have completed our initial review for the above mentioned proposal to construct and operate approximately 1.4 million square feet of light industrial office and warehousing contained within two buildings on site. Building 1 will consist of 10,000 square feet of office space with 1,002,995 square feet of warehouse with 72 dock doors. Building 2 will consist of 410,604 square feet of warehouse with 48 dock doors.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. Under the California Environmental Quality Act (CEQA), we are required to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Riverside due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We recommend the following:

Traffic Study

- Please use Standard Traffic Signal Sequencing.
- Table 5-3: Intersection Levels of Service – Existing Plus Ambient Growth Plus Project Conditions (2018) – Why are the delays at the intersection of I-215 Northbound Ramps (NS)/Fair Isle Drive-Box Springs Road (EW) less than or equal to the Existing Plus Project Conditions (2015) at PM Conditions (Table 5-1) of 19.4 sec compared with 19.7 sec, and 19.6 sec compared with 19.6 sec?

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

- Table 5-4: Freeway Segment Levels of Service – Existing Plus Ambient Growth Plus Project Conditions (2018) – Why are the densities at the segment of I-215 Northbound/Fair Isle Drive-Box Springs On, less than for the Existing Plus Project Conditions (2015) on Table 5-2 of 23.7 pc/mi/ln compared with 32.7 pc/mi/ln, and 23.9 pc/mi/ln compared with 32.8 pc/mi/ln?
- Table 5-6: Intersection Levels of Service – Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions (2018) – Why are these delays at the intersection of I-215 Northbound Ramps (NS)/Fair Isle Drive-Box Springs Road (EW) less than the Existing Plus Ambient Growth Plus Project Conditions (2018) on Table 5-3 of 19.1 sec compared with 19.4 sec, and 19.0 sec compared with 19.6 sec?
- Table 5-6: Intersection Levels of Service – Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions (2018) – Why are the delays at the intersection of I-215 Northbound Ramps (NS)/Eastridge Avenue-Eucalyptus Avenue (EW) less than the Existing Plus Ambient Growth Plus Project Conditions (2018) on Table 5-3 of 22.7 sec compared with 23.8 sec, and 22.3 sec compared with 23.5 sec?
- Page 7 under High-Cube Warehouse/Distribution Center Land Use. Project Trip Generation, the truck rate for high-cube warehouse, which is based on the weighted average rates, provided in the Trip Generation. Although the County's 'Traffic Impact Analysis Preparation Guide (2008) Section 10.10 Special Uses – Truck Intensive Uses' clearly states that the County does not use rates for truck intensive uses other than ITE; traffic studies for similar projects (within the Inland Empire) have incorporated the results from the Fontana Truck Trip Generation Study; and more recently, from the NAIOP Study.
- Page 8 under Principle Findings, according to the City of Riverside Traffic Impact Analysis Guidelines, Exhibit F: Please provide Exhibit F under this title.
- Page (14) as stated under "Site Access" no vehicle type restrictions are proposed on Lance Drive and with limited access to and from Dan Kipper Drive. Please explain how would this project limits the access to or from Dan Kipper Drive.
- Page (17) under title "Study Freeway Segments" refers to Appendix A for correspondence from Caltrans but Appendix A- page 7 "Study Freeway Segments" is blank. I-215 Southbound, Eastridge Ave-Eucalyptus Ave Off-Ramp is missing. I-215 Northbound, Fair Isle Dr-Box spring Rd Off-Ramp is missing.

- Page (17) under title "Existing Traffic Volume" states that existing traffic counts increased since counts were taken during the summer hours, while schools were not in session. Please explain how the methodology was used to increase the existing counts. Even though Appendix C shows higher counts under PCE worksheets but there is no way to know how these numbers were increased.
- Page (18) Figure 3-A depicts Existing Roadway System. The SB Off-Ramp to WB Eastridge Ave controlled by Stop Sign not by traffic signal.
- Page (24) explain why few different Peak Hour factors in Appendix E was used to calculate LOS in PTV Vistro software.
- Page (25) the freeway segment LOS shown on Table 3-6 are based upon freeway volumes. Please provide sources and plots with (readable traffic volumes) showing AADT and AM/PM Peak Hours for all modeled years Existing, Plus Ambient Growth, Plus Project, Plus Cumulative and Passenger Car Equivalent (PCE).
- Page (30) under "Project Trip Distribution" Figure 4-A depicts directional distribution traffic (PCE - Outbound) from the project. The figure shows that 100% cars /trucks will use Sierra Ridge Drive. Please explain how and what method of traffic control this project will use to stop cars/trucks from using Dan Kipper Drive for outbound traffic. Figure 4-B shows 20% of inbound traffic using Dan Kipper to the project.
- Page (46) under LOS-Existing plus Ambient Growth plus Project Conditions (2018) indicates that freeway segments operate at LOS of D or better. Please show any graphs or congestion monitoring plots that shows the LOS D or better for the NB I-215 from Eucalyptus Ave to Box Spring road during the peak hours. Please check the level of service calculation worksheet in Appendix E page 312 indicates that the number of lanes on the freeway is 3 and the length of first accel/decel lane is 530

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

Sincerely,



MARK ROBERTS
Office Chief

Intergovernmental Review, Community and Regional Planning

Johnson Sedlack

ATTORNEYS AT LAW

Raymond W. Johnson, Esq., AICP, LEED GA
Carl T. Sedlack, Esq. Retired
Abigail A. Smith, Esq.
Kimberly Foy, Esq.
Kendall Holbrook, Esq.

26785 Camino Seco, Temecula, CA 92590

E-mail: Ray@socalceqa.com

Abby@socalceqa.com
Kim@socalceqa.com
Kendall@socalceqa.com
Telephone: (951) 506-9925
Facsimile: (951) 506-9725

VIA E-MAIL and U.S. MAIL

September 14, 2016

City of Riverside
Community & Economic Development Dept., Planning Division
Attn: Patricia Brenes, Principal Planner
3900 Main Street, 3rd Floor
Riverside, California 92522
pbrenes@riversideca.gov

RECEIVED

SEP 15 2016

Community & Economic
Development Department

To the City of Riverside:

Re: Request for Extension of Public Comment Period – Sycamore Canyon Business
Park Buildings 1 and 2 Draft EIR (SCH # 2015081042)

On behalf of the Sycamore Highlands Community Action Group, I am writing to request an extension of the public comment period for the Sycamore Canyon Business Park Buildings 1 and 2 Draft Environmental Impact Report (SCH # 2015081042). Notwithstanding the availability of the Draft EIR on or about August 10, 2016, the Draft EIR's Technical Appendices were not initially made available to the public through the City's website. Residents only received a copy of the Appendices on August 25, 2016.

Therefore, in order to have adequate time to review the substantial technical information supporting the Draft EIR, we request a brief, 15-day extension of the public comment period which currently closes on September 23, 2016.

Thank you for your consideration of this request.

Sincerely,

Abigail Smith

Abigail Smith
JOHNSON & SEDLACK

Patricia Brenes, Principal Planner
3900 Main Street
Riverside, CA 92522

9/14/16

RECEIVED

SEP 15 2016

Re: Sycamore Canyon Business Park Building 1 and 2

Community & Economic
Development Department

Dear Ms. Brenes

I am enclosing a Location Map for you to study and I mean STUDY so you can see how many homes are impacted by the number of existing warehouses. You can wake up at 4:30 AM and if your windows are open you will hear the hum and beep, beep of Semi Tractor Trailer Trucks. You don't have to be directly in back of these warehouses you can be as far away as Lochmoor close to Central Avenue sound really carries up here.

This map does not show the warehouse that is closely and I mean closely behind the homes on Stockport. If you have a two story home on Stockport you will be looking at giant wall from your second story, which is usually your master bedroom.

If you go out in the early morning or mid-day or evening on Sycamore Canyon Blvd. you will encounter at least eight trucks in a one block area. These trucks were meant to enter and exit at Eastridge. They do not, they constantly enter and exit the Fair Isle Box Spring exit and entrance and have been known to go as far as Central to enter the 60 freeway.

I advise you to have a look, a good look at the Good Neighbor Guidelines adopted by the city on October 14th, 2008. Also you might want to review the City's Mission Statement: The City of Riverside is committed to providing high quality municipal services to ensure a safe, inclusive and **livable** community.

Sincerely,

Maureen Clemens
6012 Abernathy Dr.
Riverside, CA 92507

G:\2015\15-0152\GIS\Aerial.mxd; Map created 17 Jul 2015



Sources: Eagle Aerial, 2012.

Figure 2 - Location Map

Sycamore Canyon Business Park Buildings 1 and 2



Community & Economic Development Department
THE PLANNING COMMISSION
3900 Main Street
Riverside, CA 92522

9/15/16

RECEIVED

SEP 16 2016

Re: Sycamore Canyon Business Park Building 1 and 2

THE ENTIRE PLANNING COMMISSION: (who ever you may be)

Community & Economic
Development Department

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Sincerely,

Maureen Clemens
Maureen Clemens
6012 Abernathy Dr.
Riverside, CA 92507

enclosure

RECEIVED

SEP 16 2016

Community & Economic
Development Department

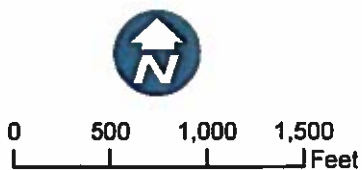


G:\2015\15-0152\GIS\Aerial.mxd; Map created 17 Jul 2015

Sources: Eagle Aerial, 2012.

Figure 2 - Location Map

Sycamore Canyon Business Park Buildings 1 and 2



ALBERT A.
WEBB
ASSOCIATES

City of
iverside
September 21, 2016
Community Development Department Planning Division
Attn: Patricia Brenes, Principal Planner, pbrenes@riversideca.gov

Ms. Brenes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042).

I can't believe that Riverside the city that strives to be about community is even thinking about putting another warehouse behind Sycamore Community.

I have a warehouse behind my home. Our home consists of me, my husband and 2 children. We already hear the 24 hour business of Big5 and have the light of the new warehouse shine through my children's window. The noise is very loud at night and my children are having a problem sleeping. If these two buildings are approved I can only imagine the noise my kids will have to deal with.

I work in distribution and know firsthand that fork lifts are noisy and there will be pollution. Also I see trailers parked on street waiting over the weekend for facilities to open. Who knows what these out of state truckers will bring to our COMMUNITY.

Please keep in mind the metro now is open and this will make it easy for truck drivers to pick up and drop off street walkers and make it easy for drug transactions. I see this in Ontario all the time.

The draft EIR prepared by Albert WEBB Associates did not adequately address my concerns described above. I believe that the draft EIR should be rewritten and alternate mitigation strategies (including NO development) should be considered.

Sincerely,

Marla Diaz
1572 Stockport Dr.
92507

Brenes, Patricia

From: ric wade <waderic1028@att.net>
Sent: Wednesday, September 21, 2016 9:07 PM
To: Brenes, Patricia
Subject: [External] Comments Re: Sycamore Canyon Business Park Buildings 1 and 2

September 21, 2016

My property, 6058 Cannich Road, Riverside, is directly impacted by noises that will come from the 1.3 million square foot warehouses proposed to be constructed. Contrary to the noise studies noted in the DEIR, no comments were stated regarding sound and ground vibration that occurs from semi-trailers being dropped to the surface from the trailer forklifts. When winds come from the south or east, this noise increases substantially to our property.

Another observation during my morning walks in the Sycamore trails, I am seeing semi trucks now coming down Lochmoor street as a means of avoiding the congestion of cars and trucks on Sycamore Canyon road and Eastridge as well as the gridlock each morning on the 215S and 60E connectors.

Rick Wade
6058 Cannich Road

Brenes, Patricia

From: Alec Gerry <alecg@ucr.edu>
Sent: Wednesday, September 21, 2016 11:26 PM
To: Brenes, Patricia; sycamorehighlands@yahoo.com
Subject: [External] Mega warehouses proposed for Sycamore Canyon Business Park

City of Riverside

Community Development Department Planning Division

Attn: Patricia Brenes, Principal Planner, pbrenes@riversideca.gov

Ms. Brenes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042).

My family already suffers from warehouse noise, particularly in the nighttime and very early morning hours (5am-6am is the worst!). Yet the nearest warehouse to me (Big 5) is approximately 2,000 feet away from my home. Much of the early morning noise comes from the Ralphs facility which is over 2,700 feet from my home. Sound travels very far in the canyon and into the residential homes due to the geography of the area. The acoustics of this area were not well modeled in the EIR - in fact the noise monitoring in the EIR was frankly a joke with sound not measured at locations where and during environmental conditions when noise would be expected to be most severe. I can tell you that warehouse noises are much greater on cloudy nights, high humidity nights, and nights when the wind blows toward the north. These were not the conditions when noise was monitored. If my children, my wife, and I are already awakened many nights by warehouse noise (backup alarms and truck horns) when warehouses are over 2,000 feet away, it can only be anticipated that noise will be much worse if the new MEGA warehouses are built just 700 or so feet away from my home. And I cannot even imagine the torture of being one of the closest homes to the Business Park!!

I want to also state that the traffic patterns mentioned in the draft EIR are inaccurate. Many trucks travel north on Sycamore Canyon Blvd from the warehouses (not just the 5% modeled). Also, many of the warehouses in the area currently vacant so their truck traffic is not included in any traffic analysis, but when these warehouses are filled, the number of truck visits per day will be well more than what is modeled in the EIR. We already have very heavy traffic on Sycamore Canyon Blvd and the Box Springs entrance and exit from the 60 freeway. This will only be worse if the two proposed warehouses are constructed. In fact, trucks already are coming into our community looking for short cuts around the traffic jams on Sycamore Canyon Blvd.

The draft EIR prepared by Albert WEBB Associates did not adequately address my concerns above. I believe that the draft EIR should be reconsidered and alternate mitigation strategies (including NO development) should be considered.

Sincerely,

Dr. Alec C. Gerry
Professor of Veterinary Entomology
UC Extension Specialist in Veterinary Entomology
(951) 827-7054
www.veterinaryentomology.ucr.edu

Brenes, Patricia

From: Alec Gerry <alecgerry@sbcglobal.net>
Sent: Thursday, September 22, 2016 6:57 AM
To: Brenes, Patricia
Subject: [External] Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042).

City of Riverside
Community Development Department Planning Division
Attn: Patricia Brenes, Principal Planner, pbrenes@riversideca.gov

Ms. Brenes,
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Sincerely,

Alec Gerry
6017 Cannich Road
Riverside, CA 92507

September 22, 2016

RECEIVED

SEP 27 2016

City of Riverside

Community and Economic Development

Department, Planning Division

Attn: Patricia Barnes

**Community & Economic
Development Department**

Subject: Comments to Draft Environmental Impact Report (DEIR); Clearinghouse no. 2015081042

Patricia:

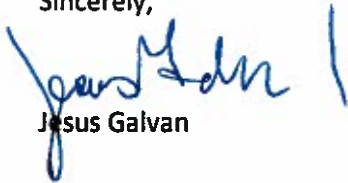
Here are my comments to the DEIR:

- 1 Table 1-B-DEIR Impact Summary Matrix. Aesthetics "Substantially degrade the existing visual character or quality of the site and its surroundings"- More than just including trees to block out the view of building 2 needs to be done to address this issue. Building 2 can be graded in such a way to avoid it towering 30 feet in view of the homes. By grading, the building profile could be reduced to below a standard home fence.
- 2 Choosing "Alternative 3, Reduced Density" would substantially reduce the impacts to adjacent homes by eliminating building 2 and still provide plenty of building space.
- 3 Table 5.1-A- Line of Sight Analysis: Section D-D is wrong. Due to the existing topography the view of the building will be significant. The top of building 2 will be approximately 40 to 50 feet in the Air! And just because the views of existing industrial buildings east and south of the project site exist, as stated in section D-D, does not justify the construction of additional industrial buildings! The reasoning for this project based on past injustices is wrong.
- 4 Page 5.1-27: 1st paragraph. As stated before, because this proposed project is consistent with "other large-scale logistics and industrial uses adjacent to the east and south" does not justify new construction that will substantially impact further residences. The City allowed the views and value of several homes in this area to be destroyed once and shouldn't allow this to happen again.
- 5 Page 5.1-27: 1st paragraph. Classifying the prior use of the project area as "the Rocks" is wrong. Just look and the included pictures in the DEIR.

6 Page 5.1-27: 1st paragraph. Justifying the project by stating that illegal dumping will be eliminated is a weak excuse.

If you have any question for me, please give me a call at 909-214-6022.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jesus Galvan", with a long horizontal stroke extending to the right.

Jesus Galvan

September 22, 2016

City of Riverside

Community and Economic Development

Department, Planning Division

Attn: Patricia Barnes

Subject: Comments to Draft Environmental Impact Report (DEIR); Clearinghouse no. 2015081042

Patricia:

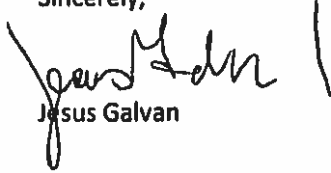
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Jesus Galvan

Brenes, Patricia

From: Mark Newhall <Lnewhall30@charter.net>
Sent: Thursday, September 22, 2016 10:43 AM
To: Brenes, Patricia
Subject: [External] Concerns Regarding Warehoused in Sycamore Canyon Business Park

City of Riverside
2016

September 22,

Community Development Department Planning Division
Attn: Patricia Brenes, Principal Planner, pbrenes@riversidcca.gov

Ms. Brenes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042).

This development is literally going to be in my back yard. Because of its proximity, I have concerns listed below:

The noise from the 24/7 trucks coming in and out was not adequately addressed. Currently we hear back up beeping and horns honking throughout the night from the warehouses that are already in existence (Big Five) and farther away. I'm not sure how the noise level may already be acceptable and the addition of 2 more warehouses will continue to be acceptable. I can't have my windows open at night with all of the beeping and honking going on. And because we are up higher than the warehouses, the amphitheater effect of sound rising is even more amplified!

The traffic on Sycamore Canyon and Fair Isle is already horrible. Trucks that are supposed to only use Eastridge as an exit do not, and the big rigs on our streets add to the mess of traffic and pollution by their having to idle while waiting for traffic to move or when they run into the convenience store or fast food restaurant. In addition, because the roads are narrow, you can't see around these big rigs in order to safely get around. The amount of trucks and the pollution they bring are not what should be in a residential neighborhood.

Also, these buildings are not what I want to be looking at when I am in my back yard. These warehouses will block part of my view of the city lights, and having to look at the roof tops is not appealing as there is not much they can do to make them aesthetically pleasing.

All of these factors regarding the warehouses bring down the value of my home and impact the health and safety of my family and neighbors.

The draft EIR prepared by Albert WEBB Associates did not adequately address my concerns described above. I believe that the draft EIR should be rewritten and alternate mitigation strategies (especially including NO development) should be considered.

Sincerely,

Lisa Newhall
6040 Cannich Road, Riverside 92507

Brenes, Patricia

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Sent: Thursday, September 22, 2016 10:43 AM
To: Brenes, Patricia
Subject: [External] Concerns Regarding Warehoused in Sycamore Canyon Business Park

City of Riverside
2016
Community Development Department Planning Division
Attn: Patricia Brenes, Principal Planner, pbrenes@riversideca.gov

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Sincerely,

Lisa Newhall
040 Cannich Road, Riverside 92507

Brenes, Patricia

From: Maureen Clemens <maureenclemens@att.net>
Sent: Thursday, September 22, 2016 6:10 PM
To: Brenes, Patricia
Subject: [External] Sycamore Canyon Business Park Bldgs 1&2 SCHNO. 2015081042

Ms. Brenes: Once again , you need to know that the propped development mentioned is totally unacceptable and the simple reasons being, additional noise issues, ungodly traffic not to mention more pollution that can currently be tolerated. I have lived here since 1999 and I am currently 80 years old and I will not allow this development to ruin this pleasant and neighborly environment with more hideous buildings encroaching on this lovely community.

Brenes, Patricia

From: Linda G Scott <linda.scott1@ucr.edu>
Sent: Thursday, September 22, 2016 10:45 AM
To: Brenes, Patricia
Subject: [External] More Warehouse in Sycamore Canyon

City of Riverside
Community Development Department Planning Division
Attn: Patricia Brenes, Principal Planner

September 21, 2016

Ms. Brenes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042). The draft EIR prepared by Albert WEBB Associates did not adequately address my concerns described below. I believe that the draft EIR should be rewritten and alternate mitigation strategies (including NO development) should be considered.

Let me begin by stating that I have just learned of this and can't believe that my area is going to have even more truck traffic than it does now. Every time I get onto the freeway at the Fair Isle entry to the 60/215 freeway entrance there are at least two large trucks getting on the freeway at the same time. I am always afraid that I will be crushed or run over by these trucks or will not be able to get into the correct lane because the trucks are slow and the traffic on the freeway is already driving at 70 mph. This is without the current mega warehouse! I shutter to think what it will be like when those warehouses are built. Is there no way that these trucks can't be forced to use the Eastridge entry and exit points? What is also disturbing about the trucks is just the sheer volume that this will create on the 60/215 freeway coming up the hill from the University towards San Diego/Indio. It is already a nightmare. None of my family members will drive on the freeway to get to my house anymore. They take surface streets because they are afraid of all of the trucks creeping up the hill. I drive it every day and still find it difficult to maneuver.

Often I think of moving simply because of the amount of truck traffic in this area. I hope that there is something you can do about this increasing problem. I love my house and Riverside but I can only take so much.

Sincerely,

Linda G. Scott
5563 Applecross Drive
Riverside, CA 92507

Brenes, Patricia

From: Linda G Scott <linda.scott1@ucr.edu>
Sent: Thursday, September 22, 2016 10:45 AM
To: Brenes, Patricia
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City of Riverside
Community Development Department Planning Division
Attn: Patricia Brenes, Principal Planner

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Sincerely,

Linda G. Scott
5563 Applecross Drive
Riverside, CA 92507

Brenes, Patricia

From: Teresa Denham <taddenham@aol.com>
Sent: Thursday, September 22, 2016 11:43 AM
To: Brenes, Patricia
Subject: [External] Draft EIR

City of Riverside
Community Development Department Planning Division

Ms. Benes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042)

Since 1999 when we purchased our home in the Sycamore Highlands Community we have heard noises from the Kroger and Pepsi warehouses that keep us awake at night and this has only increased since adding additional warehouses. The distance is 1 mile from my home to those f. The acoustics in the canyon is allowing us to hear this noise.

Traffic has also increased on Sycamore Canyon and Fair Isle with trucks from these warehouse using the on ramp at Box Springs/Fair Isle to avoid traffic on the 215. Just recently I counted 10 trucks coming down Sycamore Canyon to Fair Isle. It is just too much traffic, too much pollution!

The Developer drawings appear to represent the view from one of the westernmost homes on Sutherland which would least impacted by warehouse height rather than representing homes on the eastern side of Sutherland which will be most impacted aesthetically by the height difference between the home and warehouse.

The draft EIR prepared by Albert WEBB Associates did not adequately address my concerns described above. I believe that the draft EIR should be rewritten and alternate strategies (including NO development) should be considered.

Sincerely,

John & Teresa Denham
1347 Sutherland Drive
Riverside, CA 92507

Sent from Mail for Windows 10

Brenes, Patricia

From: Yang Li <yli036@ucr.edu>
Sent: Thursday, September 22, 2016 4:05 PM
To: Brenes, Patricia
Subject: [External] Concerning the Warehouses in the Sycamore Canyon Business Park

City of
Riverside
22, 2016

September

Community Development Department Planning Division

Attn: Patricia Brenes, Principal Planner, pbrenes@riversideca.gov

Dear Ms. Brenes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042).

I am extremely concerned with the safety issues about the warehouse. Once it is built, there is very little control as to what will be stored there. To my knowledge, there will be regulations and the companies need to report or get certain kind of permit to store stuff. But these are just regulations. They are not going to be enough to ensure safety to our houses. In case anything goes wrong, such as, the air conditioner in one corner of the warehouse may go off without anyone's notice in the mid of the night, and the temperature may trigger some dangerous electronic devices or certain dangerous chemicals and lead to disastrous consequences. Another example: A company may acquire a permit to store one kind of stuff, but secretly, replace it with a more dangerous product hiding inside of some packages. No one will no. No one will tear up all the boxes to examine and make sure. And I could go on and on and list countless examples like this. Regulations or any kind of safety precautions will not be enough. No one could guarantee that these situations will not happen.

The only way to ensure safety is to not build such a warehouse so close to a residential area. No one could bear the consequence if anything goes wrong in the warehouse.

I am also concerned with the air quality during construction period and when it is in real use. Hazardous chemicals may be released from the construction of the warehouse. The window of our bedroom, our bathroom, and our toilet room, will be directly facing the construction site. Even when the construction is finished, the outside of the walls will still be releasing hazardous chemicals from the paint. Unfortunately, the unusually high temperature of riverside adds greatly to this danger. Moreover, we as residents, ridiculously, have no control of what will be stored in the warehouse. If the

chemicals, or any products stored in the warehouse are releasing dangerous gases, we will be the ones suffering from it. It is not possible for us to run through air quality examinations for all the potentially harmful gas. It is not possible for us to go inside these warehouses and make sure they follow all the rules meticulously. It is also not possible for the city to make sure that every minute, every second, the warehouse is running perfectly. Therefore, it is not acceptable to have a warehouse built in the back area of our houses.

Please, do not let them build any warehouse that is near any residential area, for the health and welfare of the city residents, for the health and welfare of anyone who is currently living in riverside and for anyone who may want to move here, and for the children who will grow up in this residential area and in the city of riverside.

The draft EIR prepared by Albert WEBB Associates did not adequately address my concerns described above. I believe that the draft EIR should be rewritten and alternate mitigation strategies (including NO development) should be considered.

Sincerely,

Yang Li

1459 Sutherland Dr,

Riverside, CA 92507

Brenes, Patricia

From: john watson <jwatusa@yahoo.com>
Sent: Thursday, September 22, 2016 4:59 PM
To: Brenes, Patricia
Subject: [External] Sycamore Canyon Business Park

Re: Warehouses planned Sycamore Canyon Business Park (Bldg. 1 and 2

Sycamore Canyon Business Park (Bldg. 1 and 2)SCH no 2015081042

My husband and I have lived at 6069 Cannich Rd. Riverside since these homes were built in 2000. We already hear constant back-up noises and beeps from warehouses such as Big 5 - Pepsi Plant and Ralph's warehouse. Depending on the weather - winds- etc. it is more of a problem. I recently drove the length of Sycamore Canyon Blvd. from Box Springs to Alessandro Blvd. and counted 55 warehouses. I actually could not count them all as some are built behind one facing the street!

Now we are looking at the prospect of two more sizeable warehouses right behind our houses on Cannich - as well as behind Sutherland. It will undoubtedly create more noise and pollution to our neighborhood. My husband is mostly house bound as he has suffered from Parkinsons disease for many years and being outdoors is already noisy.

Today I drove home from grocery shopping and encountered 5 big-rig trucks on Sycamore Canyon Blvd.- all headed to a freeway on ramp. This causes not only traffic problems but also increased noise and pollution. Big rig trucks are not allowed on this part of Sycamore Canyon Blvd. and are supposed to enter the freeway at Eastridge (the commercial route). With even more warehouses - more noise - pollution. Webb Eir does not address neighbor concerns. HELP- We are John and Gabrielle Watson at 6069 Cannich Rd.

Brenes, Patricia

From: Noah <nmholz000@hotmail.com>
Sent: Thursday, September 22, 2016 6:09 PM
To: Brenes, Patricia
Cc: alecgerry@sbcglobal.net; maureenclemens@att.net
Subject: [External] Response to DEIR for SC No.2015081042

Noah M. Holzknecht

1481 Sutherland Drive

Riverside, California 92509

City of Riverside

Community & Economic Development

Department, Planning Division

3900 Main Street, 3rd Floor

Riverside, California 92522

Attn: Patricia Brenes, Principal Planner

I am the homeowner in the Sycamore Highlands community and an educator within the county of Riverside, I am writing to express my opposition and concerns regarding the proposed project of the Sycamore Canyon Business Park Buildings 1 and 2, State Clearinghouse (SC) No. 2015081042. The Project will significantly impact the quality of life and overall well being of myself and residents within the proposed area of effect. Accordingly, the Project cannot feasibly mitigate the significant environmental impacts to Air Quality, Noise, and Transportation/Traffic as each of these issues will have a significant and unavoidable impact creating irreparable damage to residents' and our community. I urge you to reconsider and reject the proposal and address the disregard you have enacted to the City of Riverside's adaptation of the Good Neighbor Guidelines Resolution No. 21734, and recommendations made by the Draft Environmental Impact Report (DEIR) for alternatives.

According to the Good Neighbor Guidelines adopted in 2008, by the City of Riverside, the proposed SC No. 2015081042, breaches the following guidelines that your committee has failed to uphold. Especially, I call your attention to:

1. Helping to minimize the impacts of diesel emissions associated with distribution centers greater than 400,000 square feet
2. Not completing a health risk assessment

As outlined in the DEIR, there is a significant impact on Air Quality associated with diesel emissions and the greater increase in Transportation and Traffic. "Diesel exhaust is responsible for about 70 percent of the total cancer risk from air pollution" (City of Riverside, 2008, p. 2). This is further supported by "30 years of extensive evidence linking air pollution to mortality and respiratory morbidity in humans" (Sapkota et al., 2012, p. 369). Following the empirically supported evidence presented in various meta analyses (Bergé et al., 2013; Guxens et al., 2012; Sapkota et al., 2012; Lee & Dong, 2011) and the city of Riverside's Resolution No. 21734, there is a failure in completing a health risk assessment. A DEIR is not a health risk assessment. Outlined as part of Goal 1, within Resolution No. 21734, "A health risk assessment is required when the truck traffic areas of an industrial project are located within 1,000 feet of sensitive receptors" (City of Riverside, 2008, p. 5). SC No. 2015081042 is within a 100 square feet of residential housing. Considering this grossly overlooked aspect, you have neglected your responsibilities and duties to myself and residents potentially impacted if the proposed Project receives approval. As Resolution No. 21734 are suggested guidelines adopted by the City of Riverside, the adverse health risks and affects associated of SC No. 2015081042 are not. The adverse health risks and affects are not guidelines for you to ignore, instead, are grounded in scientific evidence indicating there will be detrimental effects on the health and well-being of residents.

As I urge you to refuse the adoption of a Statement of Overriding Considerations for SC No. 2015081042, instead, I propose you review, again, the alternative sites for SC No. 2015081042 that you have previously rejected. The following are acceptable mitigations:

1. Alternative Location 1: Palmyrita Avenue/Michigan Avenue or Alternative Location 2: Meridian Business Park, Phase 3
2. 8.5.1 Alternative 1: No Project, No Build

In reading the grounds for your objections to Alternative Location 1 and 2, as outlined in the DEIR, you determined that both would "cause greater transportation impacts" (City of Riverside Community Development Department Planning Division, 2016, p. 704). In noting this, I strongly recommend you review the significant impact SC No. 2015081042 will have on Transportation/Traffic if the proposed Project is approved. I suggest you reconsider your oppositions for either of these alternative sites as both sites are within industrial zoned areas not neighboring residential communities. Both sites would not impose as significant of an impact as the current proposed SC No. 2015081042 is on the community of Sycamore Highlands.

I also urge you to consider 8.5.1 Alternative 1: No Project, No Build for SC No. 2015081042. If the city proposed residential zoning or Commercial properties, such as restaurants, retail locations, or grocery stores, this would be an acceptable alternative for developmental use of the property. Although Transportation/Traffic would increase, the Air pollution and adverse health impacts would not be as severe as recorded by the DEIR. The city did not include such a proposal in the DEIR.

I emphasize the importance of hearing my opposition and concerns as these are not negligible, but the city's disregard for adopted guidelines and past opposition to SC No. 2015081042 is negligent and establishes a pattern of the mistreatment and disregard of its residents' concerns.

Thank you for your consideration.

Noah M. Holzknecht

References

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Brenes, Patricia

From: robertopassoni@sbcglobal.net
Sent: Thursday, September 22, 2016 10:05 PM
To: Brenes, Patricia
Cc: Alec Gerry; Alec Gerry
Subject: [External] Sycamore Canyon warehouses

City of Riverside
Community Development Department Planning Division
Attn: Patricia Brenes, Principal Planner, pbrenes@riversideca.gov

September 21, 2016

Ms. Brenes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042). The following paragraphs describe some of my serious concerns in regards to the proposed warehouses.

1. My personal experience in regards to the high-level of noise that occurs every night and throughout the night.

My address is 6071 Bannock Drive and my house faces Sycamore Canyon Park with the Ralph distribution center 800 yards away. In the past few years, it appears that there has been a significant increase in noise level, specially during the night-time hours from the industrial warehouses, including both the pre-existing warehouses and the new industrial warehouses built in the past decade.

Every night we are awoken by the noise of trucks driving around, forklifts and/or other loading/unloading machines working throughout the night, and even more pronounced is the noise that these machineries produce, which is a continuous very loud and sharp "Beep-Beep" sound. This noise goes on throughout the night from about 7 in the evening to 7 in the morning. Most importantly, this noise is impacting mine and other's quality of sleep dramatically. We have tried to block the noise out by closing our windows, wearing earplugs, using a white-noise machine, and many more alternatives. Yet, none of these techniques have been successful at reducing the noise.

If lucky, I and others in my family are able to get a total of 4 hours of sleep per night because of all the noise that the warehouses create. As a result of the noise and lack of sleep our functionality and ability to remain attentive at work or at school is significantly impaired. Likewise, our relationships with others are also compromised because our irritability increases due to the lack of sleep. This should come as no surprise as a wealth of research has demonstrated how lack of sleep is positively correlated to a poorer quality of life.

This serious issue is not only common to my family, but it is a shared experience by many other individuals in the neighborhood. We have made many complaints to city of Riverside with the hopes that they will listen to our concerns, however we have yet to hear a constructive response. When will our voices be heard regarding the severity of damage that these warehouses are causing to a part of Riverside's community? In addition, how is it conceivable that the city of Riverside is in the process of approving additional warehouses, which also happens to be placed in a closer location?

2. The unappealing aesthetic associated with the architectural design.

A picture is worth a thousand words. Take a look for yourself in the before and after pictures below. These are pictures of the houses on Stockport Drive (another street that faces Sycamore Canyon Park), where a warehouse was recently built very close to the houses. Literally, a large gray wall now creates a shadow over these homes and is lowering their property value.

My question here is, how is it possible that the city of Riverside approved such a project? Who in their right mind, would build a wall so high and so close to the residential homes? Please hold a public meeting to explain this “brilliant” idea as I am truly unable to comprehend such reasoning. Even worse is, how is it possible that Riverside is even considering to approve additional mega warehouses to be built in so close to our backyards?

BEFORE THE LATEST WAREHOUSE WAS BUILT



AFTER THE LATEST WAREHOUSE WAS BUILT





3. Conclusion

With the proposal of developing additional warehouses, the city of Riverside is having the residents of Sycamore Highland face numerous consequences. The warehouses are producing high noise-levels and directly affecting our quality of life. In addition, they are decreasing the value of our houses, by building unappealing buildings in such close proximity to our homes.

There is a possibility that the warehouses may bring in more jobs and revenue for the city of Riverside. However, it is unjustifiable compared to the real immediate loss of property values and even more importantly, the quality of life that we as the residents will have to suffer.

I cannot overemphasize the importance of creating an adequate buffer zone between the residential homes and industrial warehouses. More importantly, it is essential that these warehouses are far enough to not impact the lives of the people in the neighborhood.

The preexisting plan is not a justification for its execution if the plan itself is wrong.

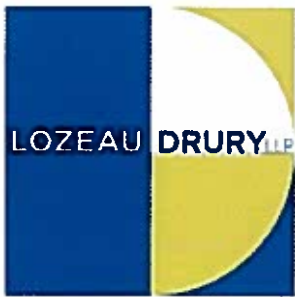
We expect the city of Riverside to work with the residents and not against us, whether that means figuring out any legal consequences that the landowner could claim. For example, perhaps there can be a land exchange, as there are plenty of desert areas for warehouses far away from residential homes or even land which the city can rebuy.

My thoughts and concerns seem to me so clear and obvious, but perhaps I may have a misconstrued idea of what is a civil and just community. Nevertheless, I remain struck by how anyone (except perhaps the land owner) could see these industrial development as a community improvement.

I urge the city of Riverside to reconsider and stop the project of building a new mega-warehouse in the Sycamore Canyon Park, and to refund the owners of the residential homes that have already lost value and living quality within the last years. Lastly, I ask the city of Riverside to find a reasonable solution to the increased noise activity that we are currently faced with.

Sincerely,

Roberto Passoni
Resident of Sycamore Highlands
6071 Bannock Drive
Riverside, CA 92507
(951) 236-4048



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September 22, 2016

RECEIVED

SEP 27 2016

Via Email and US Mail

Patricia Brenes, Principal Planner
City of Riverside
Community & Economic Development Department
Planning Division
3900 Main Street, 3rd floor
Riverside, CA 92522
pbrenes@riversideca.gov

**Community & Economic
Development Department**

**Re: Sycamore Canyon Business Park Buildings 1 and 2
Draft Environmental Impact Report (SCH No. 2015081042)**

Dear Ms. Brenes:

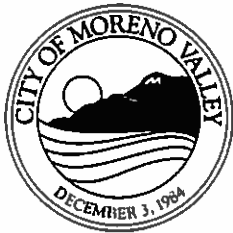
I am writing on behalf of Laborers International Union of North America, Local Union No. 1184 and its members living in Riverside County (collectively "LIUNA" or "Commenters") regarding the Draft Environmental Impact Report ("DEIR") prepared for the Sycamore Canyon Business Park Buildings 1 and 2 (SCH No. 2015081042) ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. Commenters request that the City of Riverside ("City") address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Drury", is written over a light blue horizontal line.

Richard Drury



**Community Development Department
Planning Division**
14177 Frederick Street
P. O. Box 88005
Moreno Valley CA 92552-0805
Telephone: 951.413-3206
FAX: 951.413-3210

September 22, 2016

RECEIVED

SEP 27 2016

**Community & Economic
Development Department**

Patricia Brenes, Principal Planner
City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522

Subject: Comments on the Draft Environmental Impact Report (DEIR) for the Sycamore Canyon Business Park - Located West of Sycamore Canyon Boulevard at the Western Terminus of Don Kipper Drive and West of Lance Drive (SCH No. 2015081042).

Dear Ms. Brenes:

The City of Moreno Valley appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed Sycamore Canyon Business Park located in the City of Riverside. Given the size and proximity of the project to Moreno Valley, the proposal to develop a 1,375,169 square foot industrial complex, and amendment to the Circulation Element of the City of Riverside's General Plan to modify existing roadway and circulation patterns can have adverse impacts on the City of Moreno Valley.

The City offers the following comments for your consideration:

Air Quality

- Sections 5.3 and 6.1.5 (Air Quality) - There was no mention in the DEIR of the type of diesel trucks that would be entering the site during the construction and operations phases of the project. It is recommended that the site be restricted to allow only 2010 trucks or better to further reduce NOx emissions. An example of a mitigation measure to be added to the Air Quality and Greenhouse Gas (Section 5.7) sections is as follows:

"All diesel trucks entering logistics sites shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternative. Facility operators shall maintain a log of all trucks entering the facility to document that the truck usage meets these emission standards. This log shall be available for inspection by City staff at all time.

- Sections 5.3 and 6.1.5 (Air Quality) – MM AQ20 f) states that, "Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points."

It is recommended that the mitigation modified to limit truck idling time to three (3) minutes. This mitigation level effort will be consistent with other similar projects in the area and can further lessen a significant and unavoidable air quality impact.

- Sections 5.3 and 6.1.5 (Air Quality) – MM AQ17 states, "During grading, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet or exceed the United States Environmental Protection Agency (EPA) Tier 3 off-road emissions standards. Proof of compliance shall be reviewed by the City prior to issuance of a grading permit"

It is recommended that the above mitigation measure be revised to require Tier 4 construction equipment during project construction. The EPA Tier 4 emissions standards were being phased in between 2008 to 2015 and should be available. Incorporation of a revised mitigation measure tying equipment to Tier 4 emission standards would further mitigate the projects significant and unavoidable air quality impact and would be consistent with other similar logistics projects in the area.

Transportation/Traffic

- Section 5.16 (Transportation/Traffic) – A discrepancy appears to exist in Section 5.16 regarding the environmental determination and level of impact for any Transportation/Traffic impacts. Under 5.16.6 – "Proposed Mitigation Measures", it is stated that, "implementation of the proposed Project will not result in any potentially significant impacts to transportation/traffic, and therefore, no mitigation measures are necessary". However, on Page 5.16.52 and 5.16.53 of the document, it is stated that "although the Project's intersection impacts will not be significant, its freeway segments (on and off ramps) will be significant and unavoidable until improvements are constructed".

There were no visible mitigation measures provided in the DEIR document for Traffic/Transportation. The following explanation was given regarding the improvements and lack of mitigation provided:

"These improvements are under the exclusive control of Caltrans and the timing and funding of these improvements are currently unknown. Neither, the City, as the lead agency, nor the Project proponent can contribute fair share payment because Caltrans has no fund established for this purpose. Fair share payment

may be paid when there is an identified fund and where it is reasonably foreseeable that the mitigation will be installed. Because Caltrans has no fund established to receive payment and the timing of these improvements are unknown, this impact is considered to be significant and unavoidable."

If the determination was identified as significant and unavoidable for freeway on and off ramp segments, any and all feasible mitigation measures should be provided to address the impact. It shall also be made clear to the reader that the final impact determination for Transportation/Traffic under Section 5.16.6 shall be significant and unavoidable and not less than significant with no mitigation required or "significant and unavoidable until improvements are constructed".

Further, the project should be conditioned to participate in some fashion with key transportation agencies in Riverside County (e.g. RCTC, Riverside County TLMA, WRCOG) to develop an appropriate transportation funding program to address freeway impacts.

We respectfully request that the City of Moreno Valley receive copies of the Final Environmental Impact Report (EIR) and associated technical studies when available. Please include the City on any future mailing lists regarding final Environmental Impact Report (EIR) documents as well as for future notification of meetings/ and public hearings associated with the environmental determination and project.

Thank you again for the opportunity to provide comments on the DEIR. We look forward to working with you as the document is being finalized. Should you have any questions or concerns, please contact Mark Gross, AICP at (951) 413-3215.

Sincerely,



Richard Sandzimier
Planning Official

- c City Council
- City Manager
- Assistant City Manager
- City Attorney
- Department Heads
- Michael Lloyd, Land Development Division Manager
- Mark Gross, Senior Planner
- Claudia Manrique, Associate Planner

Brenes, Patricia

From: Thomas Ruiz <ThomasJ.Ruiz@hotmail.com>
Sent: Friday, September 23, 2016 9:26 AM
To: Brenes, Patricia
Subject: [External] Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042)

Ms. Brenes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. 2015081042).

I live at 1358 Sutherland Drive, Riverside, CA. Very close to the (2) proposed Mega Warehouse projects. I am a first time homeowner and recently bought in this neighborhood for the beautiful views and quiet environment. After a few months of living here, I experienced noise from back-up signals coming from the existing warehouse in the early AM from terminal tractors. With that being said, my family's house is considerably further away from those warehouses compared to the proposed warehouses, which would be less than a football field length away. This is cause for grave concern for noise pollution, in which the EIR shows that the tests were taken in non-peak hours and after the holiday season.

In our community we have quite a few young children that play outside, including my son. If this project is to be constructed I fear that they can face health risk with the excessive increase of trucks traveling through our community and at the proposed warehouse location. I fear that the owner of the warehouse will not be able enforce any regulation on their tenants or of their sub-contractors that will deliver or pick up from this warehouse in the use of a clean air vehicle. I would propose that any such contract be approved by the city council to insure the residence that proper mitigation measures would be followed.

Also, we have a great number of trucks that either congests the roadways or parked illegally on Sycamore Canyon waiting for pick-ups or delivery. We fear that this problem will only increase do the sure size of this proposed project. I fear that in the future, the bottle neck of 215/60 interchange will cause heavier traffic. Commutes to and from work will be longer which will result in spending less time with our families. This can also cause our community to be a less desirable place to live and possibly lowering the communities home values. I truly believe that this project is not properly sited for the size. Therefore, we fear that any mitigation measures taken wouldn't be enough without affecting the quality of life of the current residence.

The draft EIR prepared by Albert WEBB Associates did not adequately address my concerns described above. I believe that the draft EIR should be rewritten and alternate mitigation strategies (including NO development) should be considered.

Sincerely,

Thomas Ruiz
1358 Sutherland Dr.
Riverside, CA

September 23, 2016

City of Riverside

Community & Economic Development Dept., Planning Division

Attn: Patricia Brenes, Principal Planner

3900 Main Street, 3rd Floor

Riverside, CA 92522

Email: pbrenes@riversideca.gov

To the City of Riverside:

This document provides comments and concerns related specific to the Draft EIR for Sycamore Canyon Business Park. The following concerns are noted:

Table 1-B – DEIR Impact Summary Matrix

There are a number of concerns with the summary provided on environmental impacts of the proposed project. They will be addressed by category below:

Aesthetics: Impact: Substantial adverse effect on a scenic vista

The DEIR states that this is *less than significant*. However, this is not true as a proposed 10 foot wall will be placed into the backyard of three “view lots” at the top of their slope as part of the noise mitigation effort.

1. It is unreasonable to even include as a mitigation step the construction of a 10 foot barrier that prevents homeowners from accessing a great portion of their property.
 - a. There is a reason why the Riverside Municipal Code only allows 6 ft high wall boundary walls in residential areas. This is nearly double that height.
 - b. Second, these are view lots with spectacular views of the Box Spring Mountains, Sycamore Canyon Wilderness Park, and Moreno Valley. Placing a 10 foot wall will at the top of their slopes will obscure this view. The builders have stated (not included to best of our knowledge in the DEIR) that this will be a transparent wall.
 - i. This impacts the enjoyment of the property by reducing the natural convection in the area.
 - ii. It is unclear how a property owner would keep this 10 foot barrier clean (optically transparent) over time or manage and upkeep the rest of their property with the barrier.
2. The presence of a 37 foot high wall located 100 ft from property boundaries along Northern line of properties will have extreme effects on the aesthetics of the neighborhood. This is already abundantly obvious based on the “CT” warehouses (“10” in Figure 6-1) built along the same boundary to the east of the proposed project. A photo (Figure 1) taken from

comparable wall measured 100 feet away is shown here for the expected aesthetics impact on homes on the Northern boundary of the project, especially the Easternmost homes here homes appear to be below level of warehouse.



Figure 1: View of a warehouse of comparable height (CT reality, project adjacent to proposed project) taken at exactly 100 ft distance, which is the distance of proposed projects wall from residence property lines. Note extreme impact on home's view.

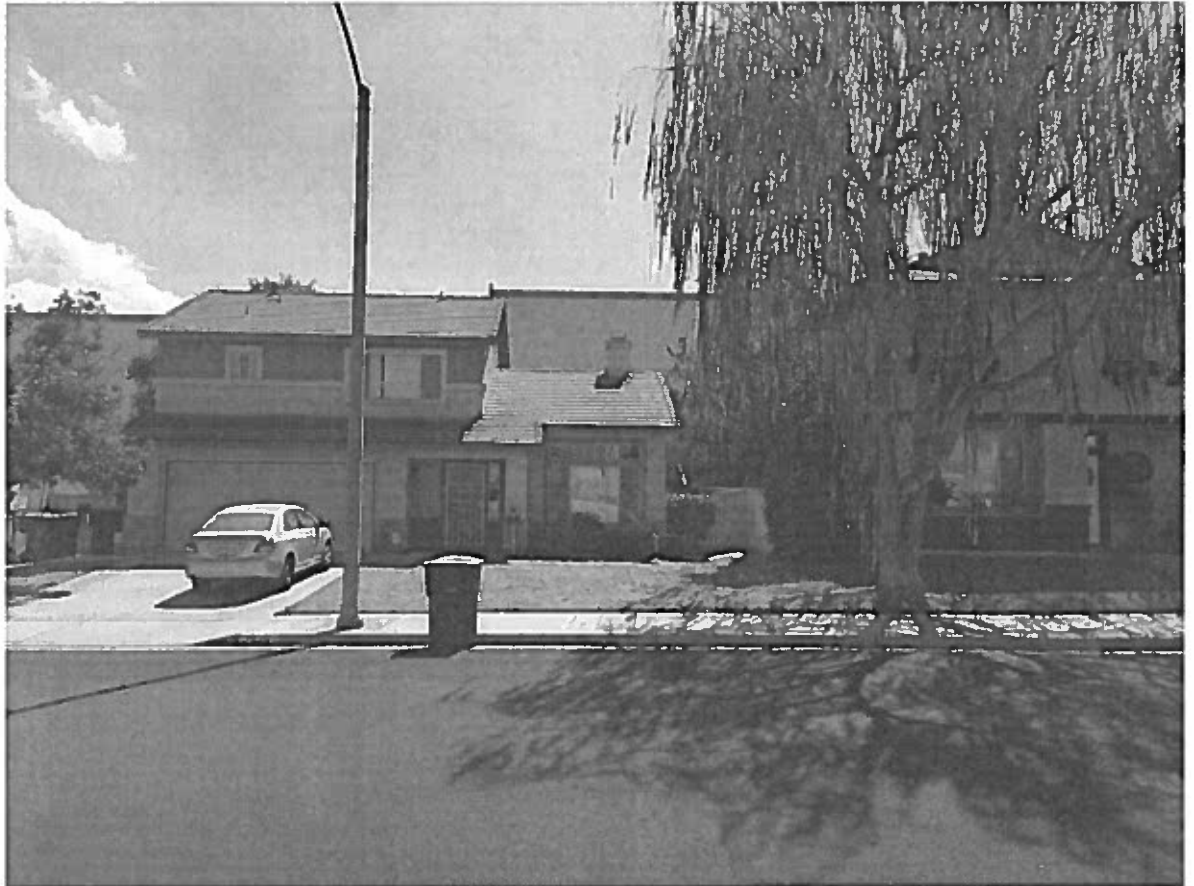


Figure 2: View of CT reality (comparable wall height, taken from across the street of nearest residences (approximately 170 feet distance)

3. Further, the following sets of photographs are provided to show a more realistic impact of the proposed warehouse. The flag shown in the currently undeveloped areas are the height and location of the corner of the proposed project. While renderings in the draft EIR have attempted to make the impact appear small, one must wonder, which homes are actually shown? These photographs provided herein are actual pictures taken from homes in the neighborhood on the Northern boundary. It is imperative that for full disclosure of aesthetic impacts, homes along the entire Northern boundary, particularly to the East are considered. Given the steep slope that the current Northern boundary residents reside, the relative elevation of the distribution center to the homes varies significantly. This variation appears to be ignored in the current draft EIR. Renderings of view impacts on MOST impacted homes should be shown, not those properties with less significant impacts!. Figures 3 through 7 attempt to put a more realistic impact of the proposed project on aesthetics for residences on Northern project boundary.



Figure 3: View from backyard of northern residential properties. The flag represents the height of the wall and corner of proposed building nearest the northern residences. Red line added for emphasis of TOP of wall. View below will be that of large concrete wall replacing view.

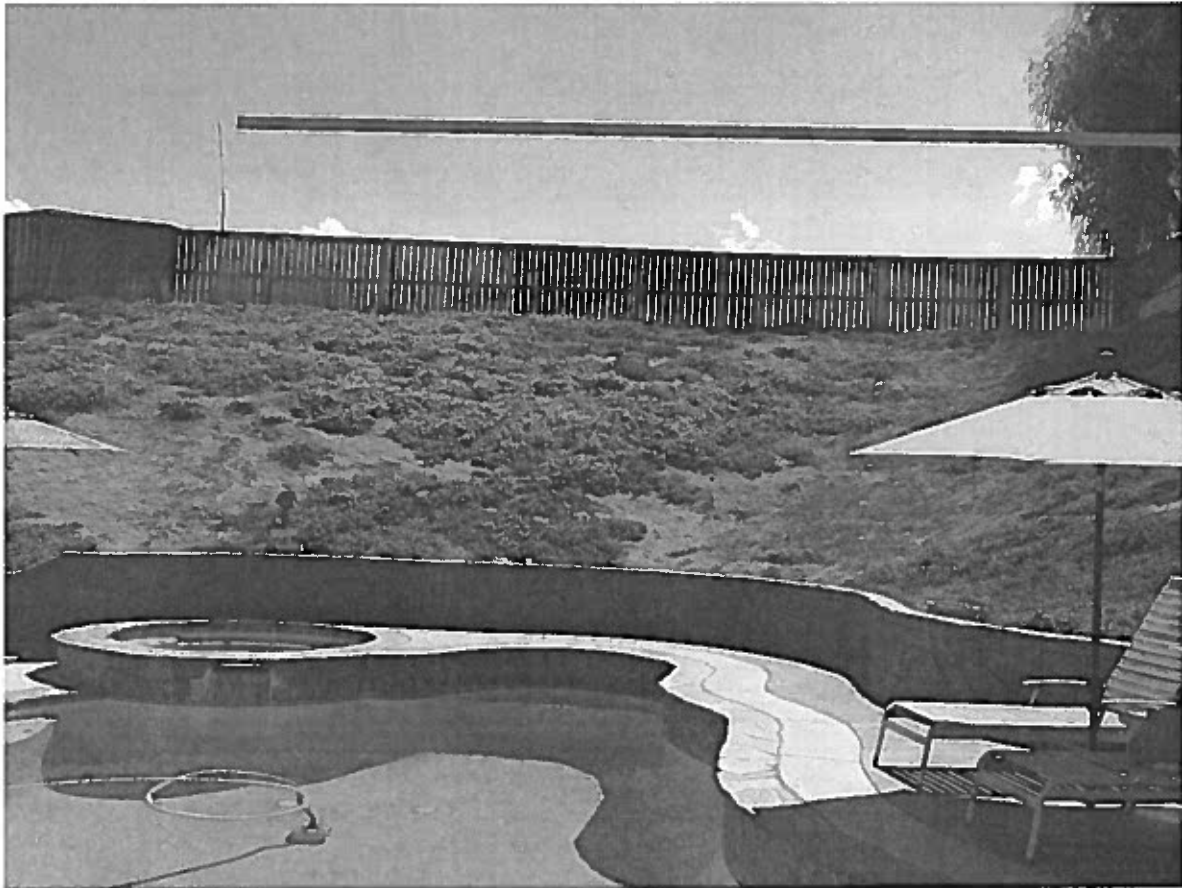


Figure 4: View from backyard of home neighboring proposed project. Note height of wall that will impact aesthetics of home. Red line added for effect to show where top of wall is projected to be using flagpole set-up by developer.



Figure 5: view from front yard of neighbor across the street from residences bordering the proposed project. Note that the flag indicating the corner and height of the building closest to Northern residences is still visible over the roof line of the home. The wall is expected to obliterate open space view between the top of the roofline of the left home to approximately the height of the trees seen behind the home on the right. Red line added for effect to show top of wall impacting neighborhood. Line based on height of flag visible from corner of proposed building



Figure 6: Another view of the skyline to be obliterated from a neighbor yard to the North. . The flag shown is the corner of the property at the height of the proposed wall. The wall will extend continuously to the right of the flag. Re line added for effect to identify top of wall based on height represented by flag put up by developer indicating corner of building.



Figure 7: A view from the East along the northern residences line. The wall is expected to extend from this location for about 850 feet about 100 feet from the residences shown on the left, clearly towering over the existing homes. Other corner flag to far away to be seen in this picture (850 feet)

Noise:

MM NOI 13: This is an important mitigation for on-site equipment. However, the +5 ambient is at the location of the source (noise at the source; includes noise of vehicle used) and should be noted that this is well above the expected ambient noise (with no project) for surrounding residential communities. The claim that this will not be a constant annoyance to homeowners who are located such a short distance away is not correct. It is easy to observe the noise of these on-site vehicles by going to a warehouse store (e.g., Lowes, Costco) and standing 100 feet from the forklift, similar to distance of distribution facility from nearest residential receptors.

MM NOI 15: Distance not large enough to reduce significant impacts.

MM NOI 16: Required to mitigate substantial noise at sensitive receptors. This mitigation is used to show minimal impacts of noise on receptors. While it may reduce noise levels, the mitigation is extreme and interferes with the property owner's enjoyment by obstructing the property owner's views and dividing their property and removing access to significant portions of their land. It does NOT seem reasonable to assume that such an extreme infraction onto the neighboring residences will be allowed by the sensitive receptors. Therefore, the study should emphasize noise impacts assuming the barrier is not present.

Therefore, statement "Less than significant" to "a substantial permanent increase in the project vicinity above levels existing" should not be reasonably made. Without such mitigation which includes MM NOI 16, the impacts on noise on sensitive receptors is substantial (see Appendix I).

Concerns with noise analysis:

According to 5.12-2, the noise/land-use compatibility states that a CNEL <60 is normally acceptable, a CNEL 60-65 conditionally acceptable, and a 65-70 normally unacceptable. ST1 as measured (see comments below) are already > 60. An increase of +5 would place the noise in the normally unacceptable range. It is noted below that ST1 is not necessarily the most appropriate site to look at impacts at that it is likely that the sensitive sites are already approaching the normally unacceptable range.

1. The noise impact of the proposed distribution center is performed piecemeal and does not take into account the total impacts of the developments within the Sycamore Canyon Business Park
 - c. Under cumulative impacts, the DEIR and noise analysis fails to account for increases in noises due to cumulative development within the Sycamore Canyon Business Park. A significant amount of development has occurred within the Sycamore Canyon Business Park, which should be expected to further increase noises within the residential zones even further. By looking at only this project with respect to noise the DEIR fails to acknowledge and properly account for additional cumulative noise impacts. Residents have noted significant and measurable impacts from the Kroegers and Pepsi distribution centers (1 mile). Stepped and significant increases in noise levels (loading/unloading of trucks, truck noise, backup beeper noise), especially at night, noted by all residents as activities in area have increased in last couple of years.
2. DEIR only measures background noise on single day at two locations, which are not representative of worst case scenarios. A longer term study of ambient noise is needed to better understand CNEL levels already existing. Noise levels vary considerably based on meteorological conditions, easily observable by current residents. A single day in December cannot possibly account for range of background noise; additionally, significant concerns arise about the location of the two sound sites.
 - i. It is easily observable the increase in noise (especially nighttime) from the Sycamore Canyon Business Park by walking down the Northwestern/Western properties in a Southerly direction. However, the location of the sound receptors were placed in the most Northerly location of the property. Further, sound impacts as modelled are expected to be

- largest at the Northern locations (Bannoch and further North Cannich residences) yet these locations were not evaluated for impacts.
- ii. Further, the build-out and full operational capacity of Sycamore Canyon Business Park is not complete. Further noise impacts should be anticipated as the recent build-out comes to full operation conditions.
 - iii. It is abundantly obvious that meteorological conditions play a major role on the transmission of noise. A single day measurement cannot possibly account for typical measurements given variability in noise transmission. This is abundantly obvious to those homes already significantly impacted by Sycamore Canyon Business Park that noise impacts (and background noise) varies strongly day-to-day. Why are the worst case scenarios not accounted for in this study as opposed to a single day (longer term noise analysis is needed, especially at most relevant locations).
3. The noise impacts of the project do not appear to account for the amphitheater effect that should be anticipated building the proposed distribution center below the neighborhood. It is not reasonable to assume the standard 6 dBA decrease per doubling of distance for noise emanating between two large concrete walls and subsequently traveling up an amphitheater-like area. The DEIR needs to more robustly account for the acoustics of the actual geography of this area.
 4. The need for accurate noise assessment is particularly alarming given the 360 ft mitigation setback for use of loading docks between 11 pm and 7 am due to nighttime noise levels. The model must account for the real decrease of noise that will occur within the tunnel created by being between two very large building walls. Therefore, it would seem more reasonable to model the source as a line source as the soundwave energy will only dissipate between the two large building walls by assuming the noise will travel parallel to the walls directly toward the homes to the Northwest/Western property line, similar to the expected perpendicular propagation of energy from a line source. Given that the drop-off in noise is logarithmic as stated in the DEIR and a line source has a 3 dBA versus 6 dBA decrease per doubling of distance, this appears to have a monumental impact of noise impacts at the residential property line AND nearest residences. Therefore, the decrease modelled by the 360 ft mitigation step far underestimates the real distance necessary to mitigate noise.
 5. Noise modeling should look at maximum noise expected from the proposed development. This is expected to be between the residences and their property line (on the line, the model shows benefit of wall, but what about a short distance from the wall above the height of the wall (remember, there is a slope in the yard). Impacts at the residential (property) line as city noise ordinances/violations are measured at the property line (Title 7 of Riverside Municipal Code). Using DEIR statements of 6 dBA decrease per doubling of distance, the residential property line should be at least 6 dBA higher.
 6. It is an unreasonable assumption that a property owner would agree to give up most of their yard and their wonderful views from their property to accommodate the development of the proposed distribution center by placing a 10 foot wall on their property that reduces access to a major portion of their property and has major aesthetic implications (see Aesthetics below). Therefore, the DEIR should not make such outrageous mitigation

strategies that will most likely be rejected by property owners to greatly reduce the "projected" impacts of the proposed distribution centers.

7. Following basic engineering scaling analysis provided in the DEIR of reductions of 6 DBA per doubling of distances, it seems reasonable to assume that a development that is 9 times closer than a project that had significant impacts on residences (the Big 5 distribution center) should have far greater impacts at the property lines and at the residences. Even taking an extremely conservative estimate of 5 times closer, the loudness of this proposed development should be 2^5 or at least 32 times louder. Or, using rough engineering estimates of 10 dB reduction of sound via the distribution sound wall, the expected increase should be on the order of $5 \times 6 \text{ dBA} = 10 \text{ dBA}$, or approximately 20 dBA. For an area already above Riverside Municipal Code levels of 45 dBA nighttime noise, as measured in the likely quietest location of the neighborhood, this means that the impacts should be far greater than stated in the noise analysis. Also note, background readings (challenged as too low in item N-2) of 53 DBA
8. Noise analysis of background does not fairly represent the short term noises of even existing noises. These are the loud "beeping", crashes and bangs associated with loading and unloading, hitching and unhitching, and short term noises associated with the vehicles (e.g., horns). These are the loud, very brief sounds, that are associated with sudden waking/sleep disturbance and prevention of sleep as opposed to the general, loud, white noise from other operations that is represented by "average" noise measurements. Therefore, the statement that the noise associated with the operations of the proposed site will not interfere with sleep are fallacious.
9. Table 5.12J is the basis that the DEIR uses for evaluating impacts of development and therefore must be carefully evaluated without MM NOI16 and included as such since it is unreasonable to show these as the impacts of the development given the unreasonableness of the proposed mitigation strategy based on unlikely neighbor agreement. Also note that ST1 and ST2 are not near the site for the anticipated greatest impacts for noise and are therefore not representative of actual noise impacts.
10. Noise model should include worst case scenario of back-up beepers as vehicles from outside the facility will likely have no "noise mitigation" ambient sensors installed.

Traffic:

Vehicles (especially large trucks) egressing from property: The DEIR for the project does not accurately reflect truck travel already occurring in the area using Sycamore Canyon to Fair Aisle or even Central. The DEIR states that the design of the streets will have large trucks exiting at a light at Sierra Ridge; however, mitigation strategies do not really prevent left turns onto Sycamore Canyon with access at Fair Isle. Trucks planning to go North cannot be reasonably anticipated to turn right on Sycamore Canyon to enter the I215 at Eastridge. The current analysis assumes only 5% of truck traffic will turn left onto Sycamore Canyon to enter the I-215 at Fair Isle. Why is this assumption made when it is a shorter distance to enter the I215 North/60 West from Fair Isle, which also lets trucks avoid the largely impacted interchange located between Eastridge and Fair Isle? It is the experience of the homeowners that vehicles originating from locations from Eastridge do enjoy the shortcut, impacting the Fair Isle intersection (and even the Central Intersection) with Sycamore Canyon Blvd. Without far greater mitigation, it is unreasonable to expect that drivers will take the long (distance and time) route to

Eastridge and head through a freeway interchange rather than bypass the interchange and access at Fair Isle when heading North back toward the Los Angeles and Long Beach Port areas. More appropriately estimating the likely truck traffic will then show even greater impacts than already stated (significant and unavoidable) and may further influence noise and air quality impacts.

Vehicles (especially large trucks) coming to property: The projected traffic patterns for inbound vehicles from the North is even more bizarre. Appendix J - Appendices to TIA Figure 4 shows projected incoming trucks avoiding the most obvious entry route from the north (I-215 exit heading Southbound named Fair Isle) only accounting for 5% of incoming truck traffic (ONLY 1/10th of Southbound trucks assumed to be smart enough to take the obvious route off Fair Isle???). This is even more ridiculous than the outgoing truck traffic as this is the most readily assessable off ramp to trucks heading Southbound on I-215. This off ramp provides simple access to the proposed warehouse allowing for avoidance of the congested interchange, providing a shorter and quicker route (AND takes the trucks close to apartments and residences.) A constant stream of truck traffic already uses the Fair Isle exit to access distribution centers further to the South of the proposed project. It is also surprising that about half the incoming cars (from the North) are also expected to take the long route (through interchange to Eastridge and then turn back North on Sycamore Canyon to get to the distribution facility) instead of the direct route to the facility. The traffic flow of the area should be evaluated for trucks currently accessing the Northside of the Sycamore Canyon Business Park and the traffic impact reevaluated with more relevant trip distributions.

It appears that only projected numbers are used to identify level of service (LOS) for intersections and roadway segments as opposed to measured values. If the model is assuming patterns very different from observed traffic patterns by residents, then all traffic calculations may be very wrong. A traffic count and truck count study is needed to evaluate existing levels of demand and current use patterns, especially during peak morning and afternoon hours if the EIR is to project community environmental impacts. This is particularly true when one looks at the local impacts (cumulative analysis), which somehow ignore the local distribution centers. (Appendix J-Webb, 4-12). Why is the vast majority of Sycamore Canyon Business Park (including 10 largest distribution centers) ignored in the cumulative analysis for trip generation as opposed to naming lots/projects/areas far away from Sycamore Canyon Business Park that are then immediately discarded from consideration due to distance? This is extremely relevant if actual vehicle counts are not being used in the analysis as well as for the cumulative impacts listed below.

Cumulative Impacts: Section 6.1.4

Cumulative impacts of the Sycamore Canyon Business Park on sensitive receptors does not appear to be reasonably estimated but rather takes a piecemeal approach (this single project only raises impacts below threshold values, yet the entire baseline is already raised to unreasonable levels). First, only a small fraction of existing distribution centers/warehousing impacts are accounted for; rather, impacts of banks and donut shops further away appear to be the focus (Table 6-A). Noise from the CP

facility (not operating yet) is not discussed or evaluated (number 10 on Figure 6-1) despite their close proximity. There have been over 20,000,000 ft² of distribution centers/warehouse construction (discussion with councilman Melendrez) built into the Sycamore Canyon Business Park and their cumulative impacts on noise appear to be glossed over. A simple look at Figure 6-1 in the DEIR shows how few of the distribution centers and other operations were even considered for noise (including Big 5, Ralphs, and Pepsi) next to the sensitive receptors. Instead, the focus was on properties much further from the receptor sites. As noted in the DEIR, distance is important when assessing noise. The noise of the existing and projected projects must be fairly considered. Even existing measures of traffic and noise cannot adequately reflect their impact as many properties remain vacant or have not been brought up to full capacity. Cumulative impacts on noise and traffic of the Sycamore Canyon Business Park needs to be carefully and not anecdotally accounted for in the DEIR (requested at time of NOP) to accurately reflect impacts on sensitive neighboring properties. Cumulative impacts of both the adjacent Sycamore Canyon Business Park and the approved Moreno Valley logistics center must be accounted for with respect to cumulative air quality and traffic impacts.

The argument made in the DEIR demonstrates the lack of understanding of the general canyon effects by sampling stating the 0.5 mile is too far to have a cumulative impact on noise. Prior to build-out that has already occurred, significant noise, especially at nighttime was heard from the Kroeger (1.0 miles to nearest residence) and Pepsi distribution centers (>1.0 miles). Noises, more noticeable at night, included horns in the middle of the night, bangs from loading and unloading, and incessant backup beeper noises. Therefore, all noise generating sources within a minimum of 1.0 miles should be considered in this analysis and not simply discounted including the Pepsi distribution center, the Kroeger distribution center, the Big 5 distribution center complex, and other major properties between marker 5 and the residential neighborhoods. This DEIR for this project needs to account for the largest warehouses already present or planned in the area. ***As noted in discussion on noise, the noise abatement proposed on the private property is unreasonable and should be assumed to not occur. Further, the single day measure of noise away from the most impacted properties does not provide the cumulative background noises.*** Therefore, estimates of the CNEL for the properties to Western border must be provided and should be provided for worst case scenarios. Simple statements that single projects have minimal sound impacts are insufficient and misleading as the entirety of this build-out (cumulative effects) must be considered when evaluating the new project.

Other details: Good neighbor policies. A number of entities raised concern about good neighbor policies and how this project could be built in light of them (specifically the ARB landuse handbook and Riverside Good Neighbor Policies (City of Riverside, City of Riverside Good Neighbor Guidelines for Siting New and/or Modified Warehouse Distribution Facilities, October 14, 2008 (Available at <https://www.riversideca.gov/planning/pdf/good-neighbor-guidelines.pdf>, accessed October 23, 2015))) and the California Air Resource Boards "AIR QUALITY AND LAND USE HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE", April 2005. The reader is referred to section 5.10 and Appendix M. Section 5.10 refers reader to Appendix M. Therefore, the next portion of this will list concerns associated with Appendix M.

LU-7.1 and LU-7.2-Are noise levels (+10 db) in MSCHP acceptable and therefore "consistent" as stated in DEIR Appendix M. The noise impacts are described in MSCHP section 6.1.4 stating "Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules,

regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards." The noise standards for residential (45 db) are already apparently exceeded based on DEIR analysis (>50 db); increase of 10 db nighttime noise would be gross exceedance of residential noise standards. Therefore, the project is inconsistent with LU-7.1 and LU-7.2.

LU-9.7. "Protect residentially designated areas from encroachment of incompatible land-uses...." The DEIR claims this is consistent, yet building mega-warehouses within 100 ft of residential areas is clearly incompatible due to noise, traffic, air quality, and aesthetics. Riverside Good Neighbor Policies (City of Riverside, City of Riverside Good Neighbor Guidelines for Siting New and/or Modified Warehouse Distribution Facilities, October 14, 2008 (Available at <https://www.riversideca.gov/planning/pdf/good-neighbor-guidelines.pdf>, accessed October 23, 2015)) and the California Air Resource Boards "AIR QUALITY AND LAND USE HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE", April 2005 designate distribution centers of this size as incompatible with residential neighborhoods. The logic provided in DEIR is that mitigation methods being used—however, as noted previously above, MM-NOI16 is not reasonable yet is required for the industrial project to be compatible in such close proximity to the residential neighborhood. Therefore, the project is inconsistent with LU-9.7.

LU-30.3. "Ensure that the distinct character of each of Riverside's neighborhoods is respected and reflected in all new development, especially infill development". This is infill development and the presence of such large buildings in close proximity to residential neighborhoods destroys the aesthetics of the neighborhood as witnessed with the CP buildings directly to the East of the currently proposed project. Further, high sound walls at the property line will unduly enclose the residential neighborhood (the height of the wall exceeds that typically allowed in residential areas). Finally, addition of noise to neighborhood, especially at nighttime, will destroy the livability of the area and its distinct character. Therefore, the project is inconsistent with LU-30.3.

LU-79.2. DEIR states as consistent yet impacts of noise will be significant based on MSCHP section 6.1.4 for noise to meet the residential standards. The standards will not be met for operation of the facility based on modeling provided as part of the DEIR. Noise is already higher than residential nighttime standards and +10 db expected based on noise modeling. Therefore, the project is inconsistent with LU-79.2.

LU-80.3. "Minimize any adverse land use conflicts between industrial uses and the residential and open space properties that abut specific plan areas." Stated as consistent. However, analysis only discusses abutment of northern residences and ignores residences to the west of the property, which are the ones most impacted by noise. Further, claims consistent with MSCHP section 6.1.4, yet as noted above, the noise does not meet residential nighttime standards. Therefore, the project is inconsistent with LU-80.3.

LU-80.6. "Promote the development of Sycamore Canyon to achieve economic success defined by a diverse and compatible industrial base that provides economic opportunities for all its citizens. The City preferred outcome is to promote light industrial/flex space to maximize employment opportunities and utilization of the limited land supply. To achieve this goal, the City must first overcome complex infrastructure issues that limit development in the area. *Large "big box" distribution or warehouse*

facilities will be necessary on a limited basis to create the critical mass required to solve some of these infrastructure issues.” DEIR states this is consistent. However, there are numerous (nearly entirety of build-out), not limited, “Large “big box” distribution or warehouse facilities” already built in Sycamore Canyon Business Park. Addition of yet another such facility is not consistent with “limited basis”. Therefore, the project is inconsistent with LU-80.6.

Policy CCM-2.2-2.4 already acknowledged as significant and unavoidable. The DEIR states “The majority of passenger cars and truck traffic is expected to use Sierra Ridge Drive to Sycamore Canyon Drive to Eastridge Avenue which will provide on/off-ramp access to I-215.” This is not consistent with expectations of residences based on observed behaviors. For access to I-215 North, travel on Sycamore Canyon Drive in the opposite direction to Fair Isle is expected as it is shorter, takes less time, AND allows the cars and trucks to bypass congested interchange. Therefore, the project is inconsistent with CCM-2.2-2.4 for reasons noted in DEIR plus that noted here.

Policy CCM-2.7-2.8 stated as consistent, yet no mention or evaluation of likely left turn onto Sycamore Canyon heading toward Fair Isle is discussed. Heavy truck traffic already impacts this roadway from build-out of warehouses further away. Therefore, the project is inconsistent with CCM2.7-2.8.

Policy CCM-12.2 The neighborhood and public streets are already experiencing heavy parking on public streets. Therefore, simply stating that it is not permitted means very little. Therefore, the project is inconsistent with CCM-12.2 as it is reasonable to expect trucks accessing this new facility will act like other trucks accessing the Sycamore Canyon Business Park. Therefore, the project is inconsistent with CCM-12.2.

Policy CCM-12.4 stated as consistent. As noted numerous times above, it is unreasonable to expect that trucks leaving this facility will make right turns on Sycamore Canyon to enter I215 at Eastridge as left turns on Sycamore Canyon will take trucks to Fair Isle onramp to enter I215 allowing trucks to not backtrack and also bypass major congested intersection. Further, it is unreasonable to expect trucks nearest to residential areas to act differently than those already accessing Sycamore Canyon Business Park and follow rules stated in DEIR that are simply not currently followed or enforced. Therefore, the project is inconsistent with CCM-12.4.

Policy OS-6.4 “Continue with efforts to establish a wildlife movement corridor between Sycamore Canyon Wilderness Park and the Box Springs Mountain Regional Park as shown on the MSHCP. New developments in this area shall be conditioned to provide for the corridor and Caltrans shall be encouraged to provide an underpass at the 60/215 Freeway” stated as consistent. However, this project further impedes the establishment of a wildlife movement corridor between the Parks. Therefore, the project is inconsistent with OS-6.4.

Policy N-1.1 “Continue to enforce noise abatement and control measures particularly within residential neighborhoods” stated as consistent. However, this is only possible with implementation of MM NOI 16, already noted for its impracticability throughout this document due to severe intrusion on private

property. Without MM NOI16, significant noise impacts are expected (although not clearly stated in DEIR-DEIR must provide CNEL estimates without MM NOI16. Therefore, the project is inconsistent with N-1.1.

Policy N-1.2 "Require the inclusion of noise-reducing design features in development consistent with standards in Figure N-10 (Noise/Land Use Compatibility Criteria), Title 24 California Code of Regulations and Title 7 of the Municipal Code" stated as consistent. MM-AES-1 requires the building of a very high boundary wall (8 foot) typically not allowed in residential areas due to aesthetics. Noise/Land use compatibility criteria may not be met once CNEL estimates provided without MM NOI16. Therefore, the project is inconsistent with N-1.2.

Policy N-1.3 "Enforce the City of Riverside Noise Control Code to ensure that stationary noise and noise emanating from construction activities, private developments/residences and special events are minimized "stated as both "consistent" and "significant and unavoidable". For impacts to be "consistent", MM NOI16 is required, which does not appear to be reasonable given impacts to property. Therefore, the project is inconsistent with N-1.3.

Policy N-1.4 "Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas" stated as consistent. The residential neighborhood to the west is not considered unless unreasonable MM NOI16 is implemented. Therefore, the project is inconsistent with N-1.4.

Policy N-1.5 "Avoid locating noise sensitive land uses in existing and anticipated noise-impacted areas" stated as consistent. Logic provided is "project is not a noise-sensitive land use and is consistent with surrounding logistics/distribution noise sources that primarily affect the Project.". However, sensitive land-uses (residential) area adjacent to this project and are already noise-impacted. Addition of significant noise (unless unreasonable MM NOI16 is employed) is projected. Therefore, the project is inconsistent with N-1.5.

Policy N-1.8 "Continue to consider noise concerns in evaluating all proposed development decisions and roadway projects" stated as consistent. Document states that MM NOI16 will be implemented to achieve this, yet there is no guarantee that homeowners will allow for such intrusive measures to be placed on their private properties. Therefore, operational noises expected to be significant. Therefore, the project is inconsistent with N-1.8.

Air Quality:

A key component of the EIR is the health risk assessment (HRA) for diesel emissions from trucks coming to, operating on, and leaving the proposed project. A look at the air quality analysis raises several concerns. At the time of the NOP of an EIR, the community requested that localized emissions in close proximity to the most sensitive receptors be carefully investigated accounting for local topographical effects, vehicle idling, and various chemicals present in diesel exhaust (PM, NO₂ (assuming all NO converts to NO₂ in our ozone rich environment)) and consideration of both acute effects and longterm impacts that included cancer risk, respiratory impacts, and other health impacts due to diesel exhaust. Given that NO₂ is an asthmatic trigger, what are the projected peak levels of NO₂ at the residences to the West (and North) of the project. Further, it was expected that the project HRA would be modeled

following protocols set forth by SCAQMD, our world class air quality management district that encompasses our area. Instead, it appears that a CalEE model was used (good for vehicle emissions from freeways). The entire project appears to have been treated as a single box with emissions from the center of the box, which does not account for the actual proximity of warehouse operations to the residences AND there appears to be no evidence of calculations that include idling emissions, which may be the dominant source from the warehouse. A more accurate representation of the impacts of diesel emissions on sensitive receptors in close proximity to sensitive receptors close to the project is necessary for full disclosure of the environmental impacts of the proposed project. Please also refer to the comment letter posted by AQMD for their assessment of the air quality modeling conducted for this project. Also, impacts should have been calculated both assuming flat terrain and assuming receptors are at elevated heights with worst case of two scenarios reported.

In summary, the draft EIR fails to provide full disclosure or an accurate depiction of the environmental impacts of the project including, but not limited to aesthetics, noise, health-risk assessment, traffic, and impact on the Sycamore Canyon Wilderness Park and its MSCHP. The EIR must be reevaluated appropriately taking into consideration many of the concerns initially raised at the time of the NOP at the meeting at Platt College and of which are reiterated within this document (acoustics of canyon, current noise impacts from 1 mile away, cumulative impacts of Sycamore Canyon Business Park, impacts of diesel exhaust in close proximity to residents, aesthetics/obstruction of views) as well as new concerns raised when evaluating the draft EIR (unrealistic traffic patterns, failure to account for most existing projects in Sycamore Canyon Business Park including 10 largest distribution centers within it, failure to model emissions from the edge of the property where trucks will travel, failure to reasonably estimate emission rates for trucks on the property, failure to disclose CNEL levels assuming private homeowners unwilling to give up private property and views (MM16), failure to measure current noise at most impacted locations (identified by residents at scoping meeting at Platt College), failure to obtain noise measurements that cover range of meteorological conditions to identify worst case noise scenarios, failure to model and account for acoustics and dispersion of diesel emissions within the canyon, failure to account for acoustics of noise and noise propagation for impulse noises originating between two concrete walls (two buildings), failure to show renderings of views of warehouse from homes most impacted (those at lower elevations), and other concerns raised in this document.

Sincerely,

David Cocker

Resident, Sycamore Highlands

Brenes, Patricia

From: Abigail A. Smith <abby@socalceqa.com>
Sent: Friday, September 23, 2016 10:04 AM
To: Brenes, Patricia
Subject: [External] Re: Sycamore Canyon Business Park DEIR - Extension of Comment Period

Ms. Brenes,
My apologies for the phone tag. On behalf of the community, thank you for the extension and your courtesy.
Abby Smith

On Sep 23, 2016, at 9:10 AM, Brenes, Patricia <PBrenes@riversideca.gov> wrote:

Good morning Ms. Smith – We have not had much luck connecting and apologize in advance for my horrible schedule that has not allowed me to be available when you have called. The City has considered your request to extend the comment period and has agreed to extend it to Friday, October 7, 2016. The City's website will be updated today to include a note next to the project letting the public know about the extension of the comment period. You will also receive a letter in response to your request. The City appreciates your time and looks forward to your comments.

Thank you,

Patricia Brenes
Principal Planner
Community & Economic Development Department
Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522
Tel: 951-826-2307
pbrenes@riversideca.gov

[<image4da62b.JPG>](#)

Brenes, Patricia

From: Wilczynski, Tracie
Sent: Friday, September 23, 2016 12:04 PM
To: Brenes, Patricia
Subject: FW: [External] Re: Please send an email to the Riverside Planning Department about the two proposed MEGA warehouses

Follow Up Flag: Follow up
Flag Status: Flagged

From: Brian Fountain [mailto:brian.rsd894@gmail.com]
Sent: Friday, September 23, 2016 11:48 AM
To: Wilczynski, Tracie
Subject: [External] Re: Please send an email to the Riverside Planning Department about the two proposed MEGA warehouses

TO: City of Riverside Planning Department

FROM: Brian Fountain
ADDRESS: 1612 Stockport Drive Riverside, CA 92507

As most of you well know, CT Realty Investors recently constructed five mid-sized warehouses to the rear (south/east) of our homes on Stockport Drive in the Sycamore Highlands neighborhood. On one occasion prior to the groundbreaking, the developer (David Ball), his planning consultant and our city councilman Andy Melendrez visited my home to discuss the project. We went upstairs to my master bedroom and looked out the rear window to see the open field and the Big 5 distribution center. The developer and his consultant both said "the top of these buildings will be about eye-level upon completion and we would still have a partial view." Mr. Ball also said the wall of his buildings "will have three colors of paint and will be very attractive." He also said he will build an eight foot tall beige slumpstone wall about to to three feet from our property line, and after completion of the wall, if we so chose, we could take down our existing wooden fence and add some depth to our property.

Simply put, we were lied to. Now when we look out our window, we see nothing but a big tall white wall. we have to look up to just to see the sky. We have to look down over the newly built brick wall to see any color on the wall which is only inches from the original property line.

And now we have two unforeseen additional problems. First, because the majority (upper portion) of the building wall is white, it reflects the sun directly into our home's walls and windows. I asked Mr. Ball if he would paint one or two panels of the upper wall one of the matching darker tones because of the solar reflection. He emailed me back and said, "Your request has been denied."

Secondly, because of these new walls, the sound from Sycamore Canyon and moreso, the sound of the freeways (60 & 215) echos directly into our homes. We now hear the roar of the freeways, especially the large trucks and vehicles/motorcycles with modified exhaust. This is especially bad during peak traffic hours and even on the weekend nights. I have installed top of the line energy efficient windows that are suppose to help deaden outside sound. Aside that we have to keep the windows shut all the time now, unless we want to hear the freeway roar, they really don't help much at all. Even when they're closed.

In closing, my neighbors and I are 100% against the construction of any warehouses or distribution centers behind our homes. What the City forgets is these types of facilities are usually twenty-four hour, seven days a

week operations, We do not want Dan Kipper to become a through street! We bought our homes well before this industrial development. We do not want to hear more trucks, tractors, forklifts and back-up alarms. We do not want to breath anymore diesel exhaust than we already do. Our neighborhood is very blended. We have children and seniors, various religions and races, students, workers, housewives and retirees. All we want is our peace. I know this must sound corny to you, But I guarantee you, you wouldn't want these buildings anywhere near your neighborhoods.

Thank you for your anticipated reply,

Brian Fountain

On Thu, Sep 22, 2016 at 8:10 AM, Donald Britt <drvb38@earthlink.net> wrote:

Lol

Sent via the Samsung Galaxy Tab® 4, an AT&T 4G LTE tablet

----- Original message -----

From: Sycamore Highlands Action Group <sycamorehighlands@yahoo.com>

Date: 9/21/2016 10:59 PM (GMT-08:00)

To: Clarence Dolores Tiffany Romero <tr Romero951@yahoo.com>, Gary and Kathy Martin <teachurs@pacbell.net>, Christopher and Tammi Tosti <acttosti@sbcglobal.net>, Carla Garcia <car_bern@hotmail.com>, Jaime Becerra <jaimeb@remaxallstars.net>, Julietta Echeverria <yjulietta81@aol.com>, Alec Gerry <alecgerry@sbcglobal.net>, Jaime Hurtado <jchurtado@rcbos.org>, Debra Ladd <djvrah@sbcglobal.net>, Joe Villacorta <jv_homes2000@yahoo.com>, John and Gail Watson <jwatusa@yahoo.com>, Jennifer Heldoorn <mheldoorn@sbcglobal.net>, Dennis Reilich <dennis@drwoodworking.com>, Brenda Flowers <bflowers@riversideca.gov>, flebcattern <flebcattern@earthlink.net>, Jeannie Campbell <jmom2006@gmail.com>, Eileen Fry-Bowers <efrybowers@gmail.com>, Analia Schuh <anabrau@hotmail.com>, Andrew Tardie <blueschist@att.net>, Jonathan Hyams <jonathan.hyams@gettyimages.com>, Heather Hodges <fluteheather2002@aol.com>, Carlos Puma <photo@pumaimages.com>, Daniel Fell <dssofaraway@yahoo.com>, Cynthia Karimi <cgarcia2424@yahoo.com>, daniellheureux@rocketmail.com, Earl Straw <earlstraw@gmail.com>, Donald Britt <drvb38@earthlink.net>, David Pollitt <superdave2010@yahoo.com>, Elke Schuster <elkeschuster@hotmail.com>, Emily Symmes <walterthelizard@hotmail.com>, Historic Wood Streets <woodstreets@aol.com>, Cindy & Chris Jensen <chrisjen28@sbcglobal.net>, Cheryl Gerry <cherylgerry@sbcglobal.net>, breanne houston <breanne@strollerstrides.net>, Alica Kofford <alicakofford@hotmail.com>, Bonnie Thorne <bonniethorne@sbcglobal.net>, dcastillo487@gmail.com, Jerry and Regina Romiti <romitij@sbcglobal.net>, Amy Marie <edenvegan@yahoo.com>, jscottcoe@earthlink.net, Alec Gerry <alec.gerry@ucr.edu>, G Khalsa <gckhalsa@charter.net>, Everett and Edna Wright <rc4hire@gmail.com>, "Jorge A. Martinez" <jorge@pclandscapedesign.com>, Brian Fountain <brian.rsd894@gmail.com>, Frank and Sharvonne <maidenfair4u@aol.com>, Jeff and Karen Hamblin <mxwife@aol.com>, Eve Ferguson <dxtreker@aol.com>, Chris Renteria <tvrenter@sbcglobal.net>, Maureen Clemens <maureenclemens@att.net>

Subject: Please send an email to the Riverside Planning Department about the two proposed MEGA warehouses

Neighbors,

Please send an email to the City of Riverside Planning Department by Thursday evening describing the negative impacts on you and your family as a result of the current warehouses in the Sycamore Canyon Business Park, and describe why you expect these impacts to increase if the two new MEGA warehouses are built. You can use the following as a template for your email to the City. Replace the section in italics with your own words.

We need these letters to be sent to the City on Thursday of this week so that they are included in the community responses to the environmental impact report. This is your chance to let the City know about how the warehouses have impacted you and how these impacts have increased as new warehouses continue to be added to the Sycamore Canyon Business Park area.

City of
Riverside
21, 2016
Community Development Department Planning Division
Attn: Patricia Brenes, Principal Planner, pbrenes@riversideca.gov

September

Ms. Brenes,

I am writing this email in response to the draft EIR for the two proposed warehouses in the Sycamore Canyon Business Park (Buildings 1 & 2, SCH No. [2015081042](#)).

Include in this paragraph a few sentences regarding your personal experiences and direct negative impacts of noise nuisance, traffic issues, aesthetic concerns, or air quality for the ALREADY existing warehouses and then state why you believe these impacts will increase with the development of the two mega warehouses.

- *If you discuss noise, please state whether you already suffer nuisance from warehouse or truck noise and what conditions make the noise worse (time of night, wind direction, environmental conditions such as cloudy or humid nights). Also, if you know which warehouses are currently creating the noise that you hear, state this.*
- *If you discuss traffic, state your observations of truck traffic using freeway exits and entrances near Fair Isle Drive, and discuss any negative experiences you have had with trucks parking illegally, trucks traveling on residential streets, and trucks blocking traffic on Sycamore Canyon Ave.*
- *If you discuss aesthetics, describe your concerns about the height of the warehouse buildings relative to your home and point out that the Developer drawings appear to represent the view from one of the westernmost homes on Sutherland which would be least impacted by warehouse height rather than representing homes on the eastern side of Sutherland which will be most impacted aesthetically by the height difference between the home and the warehouse.*
- *If you discuss air quality, state why you or your family might be particularly at risk (young child, elderly, asthma or other breathing difficulty) and why the location of these buildings so close to residential homes is of great concern to you.*

The draft EIR prepared by Albert WEBB Associates did not adequately address my concerns described above. I believe that the draft EIR should be rewritten and alternate mitigation strategies (including NO development) should be considered.

Sincerely,

Your Name Here

Sycamore Highlands Community Action Group

6012 Abernathy Dr.

Riverside, CA 92507

(951) 369-3510

<http://www.facebook.com/sycamorehighlands>

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

Subject: Please send an email to the Riverside Planning Department about the two proposed MEGA warehouses

Date: Tue, Oct 11, 2016 11:33

On Sep 23, 2016 11:48 AM, "Brian Fountain" <brian.rsd894@gmail.com> wrote:

TO: City of Riverside Planning Department

FROM: Brian Fountain

ADDRESS: 1612 Stockport Drive Riverside, CA 92507

As most of you well know, CT Realty Investors recently constructed five mid-sized warehouses to the rear (south/east) of our homes on Stockport Drive in the Sycamore Highlands neighborhood. On one occasion prior to the groundbreaking, the developer (David Ball), his planning consultant and our city councilman Andy Melendrez visited my home to discuss the project. We went upstairs to my master bedroom and looked out the rear window to see the open field and the Big 5 distribution center. The developer and his consultant both said "the top of these buildings will be about eye-level upon completion and we would still have a partial view." Mr. Ball also said the wall of his buildings "will have three colors of paint and will be very attractive." He also said he will build an eight foot tall beige slumpstone wall about to to three feet from our property line, and after completion of the wall, if we so chose, we could take down our existing wooden fence and add some depth to our property.

Simply put, we were lied to. Now when we look out our window, we see nothing but a big tall white wall. we have to look up to just to see the sky. We have to look down over the newly built brick wall to see any color on the wall which is only inches from the original property line.

And now we have two unforeseen additional problems. First, because the majority (upper portion) of the building wall is white, it reflects the sun directly into our home's walls and windows. I asked Mr. Ball if he would paint one or two panels of the upper wall one of the matching darker tones because of the solar reflection. He emailed me back and said, "Your request has been denied."

Secondly, because of these new walls, the sound from Sycamore Canyon and moreso, the sound of the freeways (60 & 215) echos directly into our homes. We now hear the roar of the freeways, especially the large trucks and vehicles/motorcycles with modified exhaust. This is especially bad during peak traffic hours and even on the weekend nights. I have installed top of the line energy efficient windows that are suppose to help deaden outside sound. Aside that we have to keep the windows shut all the time now, unless we want to hear the freeway roar, they really don't help much at all. Even when they're closed.

In closing, my neighbors and I are 100% against the construction of any warehouses or distribution centers behind our homes. What the City forgets is these types of facilities are usually twenty-four hour, seven days a week operations, We do not want Dan Kipper to become a through street! We bought our homes well before this industrial development. We do not want to hear more trucks, tractors, forklifts and back-up alarms. We do not want to breath anymore diesel exhaust than we already do.

Our neighborhood is very blended. We have children and seniors, various religions and races, students, workers, housewives and retirees. All we want is our peace. I know this must sound corny to you, But I guarantee you, you wouldn't want these buildings anywhere near your neighborhoods.

Thank you for your anticipated reply,

Brian Fountain

Brenes, Patricia

From: Alec Gerry <alecg@ucr.edu>
Sent: Tuesday, October 11, 2016 12:23 PM
To: Brenes, Patricia
Cc: Brian Fountain
Subject: [External] Fwd: Please send an email to the Riverside Planning Department about the two proposed MEGA warehouses

Ms. Brenes,

Please see the email below from one of our residents who has indicated that he sent an email response to your Department but never received a response that it was received.

Regards,
Alec

Dr. Alec C. Gerry
Professor of Veterinary Entomology
UC Extension Specialist in Veterinary Entomology
(951) 827-7054
www.veterinaryentomology.ucr.edu

----- Forwarded message -----

From: fastcat4river@gmail.com <fastcat4river@gmail.com>
Date: Tue, Oct 11, 2016 at 11:58 AM
Subject: Please send an email to the Riverside Planning Department about the two proposed MEGA warehouses
To: Brian Fountain <brian.rsd894@gmail.com>, "sycamorehighlands@yahoo.com" <sycamorehighlands@yahoo.com>, Alec Gerry <alec.gerry@ucr.edu>

Alec,

This is the email I sent to the City Planning Department. Please forward it to the person within that department that holds our case file. I apparently sent it to the wrong person and it's my guess, that person never forwarded it to the correct person. Also, I will try my best to make the council meeting on Tuesday afternoon. However, if I can't, please disperse copies of the narrative to the council members. Since I sent this email, I have not received any response whatsoever from the Planning Department.

Regards,
Brian Fountain

----- Forwarded message -----

From: "Brian Fountain" <brian.rsd894@gmail.com>
To: <fastcat4river@gmail.com>



TWENTY-NINE PALMS BAND OF MISSION INDIANS

46-200 Harrison Place . Coachella, California . 92236 . Ph. 760.863.2444 . Fax: 760.863.2449

September 29, 2016

Kyle Smith, Senior Planner
City of Riverside
Community & Economic Development Department
3900 Main Street
Riverside, CA 92522

RECEIVED

SEP 30 2016

Community & Economic
Development Department

**Re: SYCAMORE CANYON BUSINESS PARK BUILDINGS 1 & 2 ENVIRONMENTAL IMPACT
REPORT (EIR)**

Dear Mr. Smith:

In regards to consultation in compliance with Senate Bill 18 (California Government Code § 65352.3, 65352.4, 65562, and 65560) for the Sycamore Canyon Business Park Buildings Project, the Tribal Historic Preservation Office (THPO), is not aware of any archaeological/cultural sites or properties that pertain to the Twenty-Nine Palms Band of Mission Indians. We currently have no interest in the project. If there are inadvertent discoveries of archaeological remains or resources, construction should stop immediately and the appropriate agency and tribe(s) should be notified.

Please do not hesitate to contact the THPO at (760) 775-3259 or by email:
TNPConsultation@29palmsbomi-nsn.gov.

Sincerely,

Anthony Madrigal, Jr.
Tribal Historic Preservation Officer

cc: Darrell Mike, Twenty-Nine Palms Tribal Chairman
Sarah Bliss, Twenty-Nine Palms Tribal Cultural Specialist



Contact Information:
6012 Abernathy Drive
Riverside, CA 92507-8407
Tel: (951) 369-3510
email: www.sycamorehighlands.com

September 19, 2016

City of Riverside
Community Development Department Planning Division
3900 Main Street, 3rd Floor
Riverside, California 92522
Contact: Ms. Patricia Brenes, Principal Planner

The Sycamore Highlands Community Action Group and residents of the Sycamore Highlands Community have reviewed the draft EIR prepared by Albert WEBB Associates for the proposed Sycamore Canyon Business Park Buildings 1 and 2 (SCH NO. 2015081042). We find there are a number of errors in the methods utilized to acquire data, in the modeling performed to interpret data, and in the analysis of the data acquired. These errors are discussed below:

Noise Nuisance

1. Noise measurements were taken at only two locations at the northern edge of the proposed warehouse development adjacent to residential homes. Noise measurements should have additionally been taken behind the homes more to the south near the corner of Bannock Street and Cannich Road, as these homes are closest to existing industrial noise sources and currently have the highest levels of nuisance noise. Modeling noise based upon the two northernmost locations provides an artificially lowered assessment of existing noise.
2. Noise measurements were taken during only one 24-hour period at each of the two locations (on December 28th-29th and 29th-30th!) and are not likely to be representative of the expected highest noise level experienced by residents given that measurements were taken during the post-Christmas holiday week and only on one day at each location. The choice of sampling dates alone is grossly suspect [who selected these dates?] and noise measurement methods cannot be expected to hold up as "good sampling practice". Even with these limitations, noise at the two locations sampled exceeded outdoor noise limits allowed in residential areas during nighttime hours (45 dB).

- a. Noise levels should be resampled with monitors placed at homes closest to existing noise sources (including behind the southernmost home on Cannich Road) for at least several workdays during a period when warehouses are expected to be more active.
3. Noise was determined to be at a CNEL of 60dBA or 52dBA at the two locations measured. This is averaged noise, but the nighttime noise actually exceeds daytime noise due to existing warehouse activities and the Lmax (maximum per period noise) is considerably greater. Nevertheless, even using the averaged noise, the 10dBA penalty for nighttime noise puts this project in the “normally unacceptable” category. Had noise been measured at the home closest to the existing warehouses, and if the noise was weighted to nighttime noise and for impulse noise associated with warehouse vehicle back-up alarms, then we expect noise would be clearly placed into the “normally unacceptable” category.
 - a. The DEIR inappropriately focuses on acceptable noise levels for “industrial and manufacturing” areas, but at issue here is not the noise levels within the Sycamore Canyon Business Park, it is the noise that penetrates into the residential community. Thus noise resulting from this project (and the existing developments combined) must not exceed the nighttime noise limits at the nearby residential homes.
 - b. The DEIR fails to include the 10dBA penalty for nighttime noise in a residential area when suggesting that the “normally acceptable” noise ranges up to 60dBA. With the penalty applied, the “normally acceptable” CNEL ranges only up to 50dBA which is exceeded at this site already without the new warehouses even being included!
4. Impulse noise was not determined or modeled. This was a primary concern raised by residents during the scoping meeting held by WEBB Associates, yet this concern appears to have been ignored with noise instead averaged over time diminishing the impact of the impulse noise resulting primarily from truck horns, vehicle back-up alarms, and off-loading of trucks. City ordinance restricts noise in residential areas at night to 45 dB but allows for impulse noise of up to 65dB. We expect that existing warehouse noise already exceeds this level of impulse noise, but this was not measured and reported in the DEIR.
 - a. Impulse noise during nighttime hours should be determined over several nights to appropriately determine current impulse noise associated with warehousing activities already occurring at distances much greater from residential homes than the proposed mega warehouses would be.
5. Modeling of current noise levels into the nearby residential community is flawed. Environmental and meteorological effects are not considered. The DEIR states that conditions were typical at the site, but does not state what the environmental and meteorological conditions were. Thus it is impossible to accurately evaluate how these might impact noise models. Further, it is not the typical night that should be modeled, but the nights that are conducive to highest noise penetration of the residential neighborhood that should be modeled. For example, sound travels farther and noise level is attenuated more slowly under conditions of high humidity and inversion; noise should be modeled on the worst case scenario when these meteorological conditions exist.

- a. The geology of the Sycamore Canyon Business Park and surrounding residential homes creates an amphitheater effect focusing sounds upward into the residential community as directed by the sloping ground. This effect does not appear to have been modeled though it was brought up as a concern of residents at the scoping meeting with WEBB Associates.
6. Noise mitigation measures suggested in the DEIR are unenforceable or place the burden of mitigation on residential homeowners rather than on the developer. No homeowner will accept a 10 ft tall wall or earthen berm to be placed on his property, removing any view he might have had simply to mitigate noise that he is not responsible for creating!! This is a ridiculous recommendation that would greatly negatively affect the value of any home where such a wall is constructed. In effect, the developer is "taking" the residential property for their own use. And forcing residents to agree to placement of a wall on their property within 60 days of the developer giving notice is simply unjust.
 - a. Noise must be modeled in the residential community in the absence of the "mitigation" wall. What noise levels can be expected at these homes should they elect not to ruin their home and their views by constructing a wall in their backyard.
 - b. Ambient-sensitive backup alarms are a useful mitigation measure for noise, but can only be enforced for vehicles own by the developer. Trucks visiting the site will not be equipped with these devices and future tenants of the building will not be required to comply with this mitigation measure. Thus, while well-meaning, this mitigation measure appears to be unenforceable.
 - c. The restriction of nighttime use for some bays of building 2 is helpful but does not address use of the northwestern bays of building 1 which would similarly be expected to create noise nuisance for nearby residents during nighttime hours. Further, how will these restrictions be enforced when the developer sells the property to a new owner? Noise should be modeled at nearby residences with the assumption that these bays will be utilized during nighttime hours. And with the position of the two building resulting in reflection of sound waves toward homes to the west, these homes will receive more noise than is currently modeled.
7. Noise expect for the Sycamore Canyon Wilderness does not appear to be modeled at all, but presumably will be well above the noise threshold allowed for the Wilderness area which is restricted to the same noise threshold as residential areas. There appear to be no mitigation measures currently recommended to reduce the noise burden on the Wilderness Area west of building 1.
 - a. The west side of building 1 should have NO truck bays, similar to the north side of building 2. This would reduce noise moving west and northwest considerably.

Traffic Circulation

1. The Sycamore Canyon Business Park Specific Plan indicates that truck traffic is to access the freeway system via Eastridge Ave. The City apparently continues to believe

that truck traffic follows this intended route to freeway access. However, as traffic continues to worsen (due in great part to increasing truck traffic as a result of overdevelopment of warehousing in the region!) particularly at the Moreno Valley Interchange [215/60 interchange]), trucks are increasingly abandoning the City circulation policies for the Sycamore Canyon Business Park and instead accessing the 60/215 freeway by driving north in Sycamore Canyon Blvd to access the freeway at Box Springs or even at Central Ave.

- a. The draft EIR fails to account for the existing truck traffic on surrounding streets. It appears that no attempt was made to assess the true proportion of truck traffic already ignoring the intended traffic circulation routes. Truck traffic already greatly impacts residents who live in the nearby community and we are seeing increasing traffic on community streets as vehicles attempt to avoid truck-congested Sycamore Canyon Blvd. This will only increase with additional truck traffic to the proposed mega warehouses.
2. The DEIR identifies Sycamore Canyon Blvd as a 4 lane road, but this street has only a single lane on the northbound side between the Sycamore Canyon Business Park and Fair Isle Drive to the north.
 - a. Trucks also regularly ignore signage on Sycamore Canyon and illegally park on the side of the road between the freeway exit and Fair Isle Drive – this is exceptionally dangerous as vehicles on Sycamore Canyon and those entering Sycamore Canyon from the freeway exit and driveways cannot see around trucks and are at great risk of accidents. These impacts are not modeled at all in the DEIR.
3. The published trip distribution maps show an appalling lack of experience with the actual traffic patterns in this area. Residents know that 75% of passenger cars and 95% of trucks do NOT move to/from the current warehouses from/to the south. Due to heavy traffic at the 60/215 Moreno Valley interchange, the majority of cars and trucks travel north on Sycamore Canyon Blvd to exit/enter the freeway system at Box Springs or even at Central Ave.
 - a. Actual circulation measurements should be required to evaluate the inaccuracy of the traffic models used in this DEIR.
 - b. Due to the heavy traffic at the Moreno Valley interchange, vehicle traffic on Sycamore Canyon Blvd is extremely heavy particularly during early morning and early evening hours, with traffic often essentially barely moving, thus leaving higher-polluting trucks from the warehouses to idle on streets nearby residential homes and apartments along with the rest of traffic.
 - i. No mitigation measures to improve traffic flow on Sycamore Canyon are provided.
 - ii. Vehicles should be prevented by physical structures from making a left turn onto Sycamore Canyon Blvd as they exit Sierra Ridge or Dan Kipper. Left turns from Dan Kipper are especially dangerous and cause traffic issues.

Air Quality

1. Mitigation measures for reducing air quality impacts that are proposed in the EIR are weak and generally unenforceable.
 - a. Warehouse operators cannot limit access of older and more polluting trucks, and “informational efforts” such as posting signs and encouraging ride sharing are simply window dressing and not worth their space in the EIR.
 - i. How are these measures enforced for future building tenants?
 - b. Loading docks and parking stalls for both proposed buildings will be well within the range for significant impacts to adjacent residential homes due to vehicle exhaust, fuel spills, or other noxious releases from large trucks and other vehicles used in warehousing.
2. Air quality for area residents is already poor (as indicated in Table 5.3-B,C of the DEIR). Placing these mega warehouses adjacent to sensitive receptors in residential homes can only make local air quality worse as trucks idle in the near vicinity of homes.
 - a. There is no effective mitigation offered for these impacts, particularly for a reduction in NOx to levels that will not result in significant adverse impacts.
 - b. However, a possible mitigation that should be recommended is to reduce building size and number of truck bays, and to move truck bays to the eastern and southern side of these buildings to put them furthest from residential homes.
 - c. Increasing buffer distances between warehouse buildings and residential homes would also be an effective mitigation measure that was not provided in the DEIR.
3. The proposed development is counter to the City of Riverside General Plan 2025 objective to “adopt land use policies that site polluting facilities away from sensitive receptors” and counter to the City of Riverside Good Neighbor Guidelines strategy 1b to “locate driveways, loading docks and internal circulation routes away from residential uses or sensitive receptors”.
 - a. The Developers have adjusted building 2 in an attempt to comply with the City of Riverside Good Neighbor Guidelines strategy, but building 1 has numerous truck bays on the side of the building closest to several residential homes.
 - b. Mitigation measures were not offered in the DEIR to address these City of Riverside development objectives.

Aesthetics and Acoustics

1. Building 2 is set at too high an elevation relative to all other industrial buildings in the Business Park, negatively affecting aesthetics particularly relative to the much lower residential homes to the northeast. Even with the increased setback of the proposed

warehouse relative to the monstrosly poorly planned CT Realty warehouse, residents will be looking out home windows at a monolithic building wall surface that will substantially degrade the aesthetics of the community.






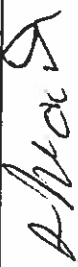



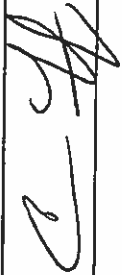
- a. Mitigation measures should include lowering the base (floor) of building 2 to reduce the visual impact of the building on residential homes to the north and the west. Also, current mitigation measures proposed to improve aesthetics of walls (articulation of walls) is insufficient to reduce the monolithic feel of the building particularly in comparison to the adjacent (and substantially dwarfed) residential homes to the north.
 - b. Lowering the grade of building 2 will also help substantially to reduce noise nuisance issues and light pollution at nearby residential homes.
2. The DEIR does not indicate which homes the "line of sight" analysis depicts. The photo simulations from location C-C are likely to be from the northwestern most homes on Sutherland Drive where homes are at much higher elevation and will be less impacted visually by building 2.
- a. Photo simulations should be provided for houses at the eastern side of Sutherland Dr. near the intersection with Matheson Drive with views depicted from both ground level and second story level windows to provide a more accurate representation of what residents can expect to see when they look south.
3. The DEIR failed to address acoustical impacts of the building walls. Sound will reflect off the monolithic building walls as is already noted by residents for the nearby CT Realty warehouses, thus causing additional noise burden for residents. Articulation of building walls alone will not be sufficient to mitigate the aesthetic and acoustic impacts on adjacent residences.
- a. Acoustic mitigations should be proposed. Noise capture using plantings on walls (vertical vines), rough wall surfaces, or other sound absorbing strategies are some obvious mitigations that should have been offered.
4. The degree to which buildings will be articulated is not specified in the DEIR, thus how can this mitigation measure be evaluated? With building expanses of 978 ft (building 2) and 1,394 ft (building 1), numerous articulations, coloring, and textures are needed to avoid a monolithic feel to the building.

Sincerely,











Sycamore Highlands Community Action Group
Residents of Sycamore Highlands (Signatures recorded on attached sheets)

Attachments: Signature pages











By my signature below, I indicate agreement with and support for the Sycamore Highlands Community Action Group letter of response to the draft EIR prepared by Albert WEBB Associates for the proposed Sycamore Canyon Business Park Buildings 1 and 2 (SCH NO. 2015081042).

Printed Name	Signature	Home Address
Suba Naamo		5880 Fair Isle Dr. Riverside, CA 92506
Lina Umany		5880 Fair Isle Dr. Riverside, CA 92507
Linda Scott		5563 Applecross Dr. Riverside, CA 92507
Mark Newhall		6040 Cannich Rd Riverside, CA 92507
Reno Barry		6031 Kendrick Dr. Riverside, CA 92507
Nilo Alvar		6012 Matheson Dr
Jess Galvan		1540 Moor Ct Riv
David Cocker		6023 Cannich Rd Riverside, CA 92507
Manuel Enin		5701 Applecross Dr. 92507
Casey Finrock		5408 Kirkemichael Cir 92507










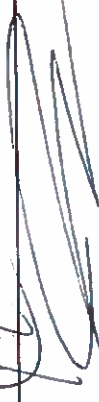
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Printed Name	Signature	Home Address
Alec Gerry		6017 Cannich Road 92507
Luciana Ciarelli		1660 Stockport Dr. 92507
Americo Giordano		1660 Stockport Dr. 92507
Regina Pomati		6039 Cannich Rd Riverside CA 92507
Everett Wright		6018 Cannich RD 92507
Jeff Goh		1438 Abernathy Dr 92507
Ramindeer Seelton		5880 Locust Hill Dr #61 92507
Caitlin McDermott		6017 Cannich Rd 92507
Robert Passon		6071 Bannock Dr 92507
Juan Sique		5970 Abernathy Dr. 92507

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Printed Name	Signature	Home Address
Melissa Mitchell		1378 Celtic Court Riverside, CA 92507
Michael Smith		1380 Celtic Court Riverside, CA 92507
Eric Wisman		1368 Celtic Court Riverside, CA 92507
DUANE WINCHELL		1377 Celtic Ct. Riverside, CA 92507
Andrew Madrigal		5880 Fair Isle Dr Riverside, CA 92507
Kateri Madrigal		130 Alverstone St Hemet, CA 92543
ITS Broce		6002 Hymnody PK Riverside 92507
Carolina Lera		5923 Matheson Dr. Riverside, CA 92507
JEFF WEBSTER		6055 Sayville Dr NW CS 92507
RICK WADE		6058 Cannich Rd Riverside 92507







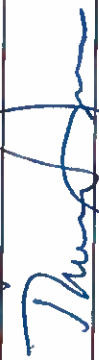



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Printed Name	Signature	Home Address
Yang Li		1459 Sutherland Dr.
Nancy Crocker		1427 Sutherland Dr.
Jessica Alfano		1419 Sutherland
Nick Minkler		1387 Sutherland
Carol Finazzo		1367 Sutherland Dr.
Shelley Mannis		1337 Sutherland Dr.
Victor Mannis		1337 Sutherland Dr.
Monica Ward		1317 Sutherland
Matt Reid		1338 Sutherland Dr.
Jonathan Cheung		1348 Sutherland Dr.


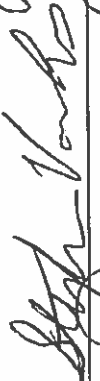








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Printed Name	Signature	Home Address
Lois Robinson	<i>Lois Robinson</i>	5644 Applecross Dr, Riverside 92507
CYNTHIA DANIEL	<i>Cynthia Daniel</i>	1491 Allendale Dr. Riverside 92507
RAJ DANIEL	<i>Raj Daniel</i>	1491 Allendale Dr. Riverside 92507
Lisa Newhall	<i>Lisa Newhall</i>	6040 Cannich Rd. Riverside, CA 92507
Thomas Seylaz	<i>Thomas Seylaz</i>	1387 Celtic Ct. Riv. Ca. 92507
Kathy Seylaz	<i>Kathy Seylaz</i>	1387 Celtic Ct Riv. Ca. 92507
Heather Hodges	<i>Heather Hodges</i>	1441 Murdock Ct 92507
DENNIS HODGES	<i>Dennis Hodges</i>	1441 MURDOCK CT. RIVERSIDE CA 92507
Kristina Peterson	<i>Kristina Peterson</i>	6041 Kendrick Dr Riverside, CA 92507
Nicholas Peterson	<i>Nick Peterson</i>	6041 Kendrick Dr Riverside CA 92507



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Printed Name	Signature	Home Address
AUREEN CLEMENS		6012 ABERNATHY DR. 92507
Jeanie Campbell		6023 Kohlberry Ct. 92507
Gabrielle Watson		6069 Cannich Rd 92507
LaTonya Alsbaugh		1458 Stonehaven Ct 92507
Mark Alsbaugh		1458 Stonehaven Ct 92507
Florin Salca		6041 Matheson Dr CA 92507
Thomas Jones		1302 Kirkmichael Circle CA 92507
Teresa Denham		1347 Sutherland Dr. 92507
John Denham		1347 Sutherland Dr. 92507
Joe Campbell		6023 Kohlberry Ct. 92507

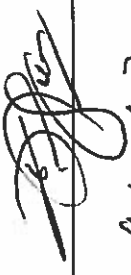

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Printed Name	Signature	Home Address
RITA V. BOYD		1418 Sutherland Dr. Riv 92507
Stephen Vachres		6040 Boswell ct. Riv. 92507
Jamie Coleman		1434 Sutherland Dr Riv. 92507
Luz Dillon		1444 Sutherland Dr Riv 92507
Matthew Dillon		1444 Sutherland Dr Riv 92507
Talicia De la Herran		1454 Sutherland Dr. Riv. CA 92507
JOSE DELA HERRAN		1454 Sutherland Dr Riv 92507
Janiece Chatman		6062 Matheson Dr. Riverside, CA. 92507
BILL CHATMAN		6062 Matheson Dr. Riverside, CA. 92507
Amanda McClure		1465 Sutherland Drive 92507

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Printed Name	Signature	Home Address
THOMAS RUIZ		1358 SUTHERLAND DR
Jimmy Marks		1378 Sutherland DR
Christina Lee	Christina Lee	1378 Sutherland DR
Tommy Lee	Tommy Lee	1378 Sutherland DR
Leah Lee	Leah Lee	1378 Sutherland DR
Richard Shoustik	R. Shoustik	1379 Sutherland Dr.
Kathleen Parker	K. Parker	1368 Sutherland Dr.

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Printed Name	Signature	Home Address
I. MICHAEL D'AGUIRE		5726 ALLENDALE DR RIVERSIDE, CA 92507
Deborah McDonald	Deborah McDonald	1604 Stonewall Kirk Dr. Riverside, CA 92507
Noah Holzknicht		1481 Sutherland Drive Riverside, CA 92507



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

September 26, 2016

RECEIVED

SEP 28 2016

**Community & Economic
Development Department**

Patricia Brenes
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522

Subject: Sycamore Canyon Business Park Buildings 1 and 2
SCH#: 2015081042

Dear Patricia Brenes:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on September 23, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015081042
Project Title Sycamore Canyon Business Park Buildings 1 and 2
Lead Agency Riverside, City of

Type EIR Draft EIR
Description The proposed project includes construction and operation of two buildings: Building 1 (1,012,995 sf) and Building 2 (362,174 sf) within the Sycamore Canyon Business Park, including on- and off-site improvements. These buildings are proposed to operate as a distribution center, and will encompass up to 1,375,169 million sf collectively. The project site is owned by two separate and unrelated owners; therefore the future uses of each building are anticipated to be unrelated. Tenants have not been identified.

Lead Agency Contact

Name Patricia Brenes
Agency City of Riverside
Phone 951 826 5371 **Fax**
email
Address 3900 Main Street, 3rd Floor
City Riverside **State** CA **Zip** 92522

Project Location

County Riverside
City Riverside
Region
Lat / Long 33° 56' 20.3" N / 117° 18' 26.8" W
Cross Streets Lance Dr & Sierra Ridge Rd
Parcel No. Various
Township 3S **Range** 4W **Section** 4 **Base** SBB&M

Proximity to:

Highways I-215 & SR-60
Airports
Railways BNSF/Metrolink
Waterways
Schools Various
Land Use LU: Undeveloped
Z: BMP
D: B/OP

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual; Septic System

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Public Utilities Commission

Date Received 08/10/2016 **Start of Review** 08/10/2016 **End of Review** 09/23/2016