

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
Only those objectives and policies pertinent to this Project are reviewed for consistency in this table.			
Land Use and Urban Design Element			
Objective LU-3:	Preserve prominent ridgelines and hillsides as important community visual, recreational and biological assets.		
Policy LU-3.1	Aggressively pursue methods to preserve hillside open space and natural habitat.	The hills and ridgelines that surround the City provide scenic vistas to residents. It allows them to experience long distance views of natural terrain. The most noticeable scenic vistas within the City include: La Sierra/Norco Hills, Sycamore Canyon Wilderness Park, and Box Springs Mountain Regional Park. However, although the Sycamore Canyon Wilderness Park abuts the proposed Project site to the west. The Project does not entail any improvements or grading within the Wilderness Park, will adhere to the City's Grading Code (Title 17), and the California Building Code. Therefore, the proposed Project will not result in any modifications to the visual character of the Wilderness Park. As well, the Project applicant has tried to lower the building pad elevations to maximum extent possible so the neighboring residents will have the lowest profile building possible helping to even preserve their views of the park where possible.	Consistent
Objective LU 4:	Minimize the extent of urban development in the hillsides, and mitigate any adverse impacts associated with urbanization to the extent feasible.		
Policy LU-4.5	Seek opportunities for new or enhanced trail/pedestrian linkages between hillside areas and other components of Riverside Park.	As noted in Figure LU-6 – Tying the Connections of the General Plan 2025, Sycamore Canyon Wilderness Park is an important link in the Riverside Park concept and a regional trail to the Wilderness Park is proposed through the SCBPSP at the location of the subject site to Sycamore Canyon Wilderness Park. As such, the Project is proposing a 16-space parking lot, a trail to the Park, and a Fire Access/Maintenance Road to the Park and will be consistent with the Riverside Park concept.	Consistent

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Policy LU-4.6	Ensure protection of prehistoric resources through consultations with the Native American tribe(s) identified by the Native American Heritage Commission pursuant to Government Code § 65352.3 and as required by the California Environmental Quality Act.	The City of Riverside held Government-to-Government Consultations with the tribes recommended by the Native American Heritage Commission as part of SB 18 procedures since the project included both a General Plan Amendment and a Specific Plan Amendment. As well, the City also consulted with those tribes requesting consultation under the newer AB 52 procedures.	Consistent
Objective LU-7:	Preserve and protect significant areas of native wildlife and plant habitat, including endangered species.		
Policy LU-7.1	Continue to maintain Sycamore Canyon Wilderness Park as primarily a functioning wildlife habitat.	<p>The adopted Sycamore Canyon Business Park Specific Plan calls for an easement for public use of a planned recreation trail.</p> <p>The proposed Project will provide an on-site trail easement along the southern perimeter of Parcel 1 to provide connectivity for recreational users of the Sycamore Canyon Wilderness Park from Lance Drive. In addition, a 16-space parking lot at the knuckle of Lance Drive and Sierra Ridge drive will be dedicated to the Parks, Recreation and Community Services Department (PRCSD) to provide parking and access to the trail.</p> <p>As well, the Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan (http://www.riversideca.gov/planning/pdf/SpecificPlans/SycCynMnmgtPlan_UpdatedConceptualPlan.pdf) requires a fire access/maintenance road be provided off the southernmost driveway to provide PRCSD and the Fire Department access to the Park to ensure the park is functioning, as it</p>	Consistent

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		<p>should and any fires in the Park in this sub-area can be easily reached for suppression.</p> <p>The Project is will also be consistent with the MSHCP Urban/Wildland Interface Guidelines that are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. To minimize Edge Effects MSHCP Section 6.1.4 identifies guidelines applicable to Projects adjacent to Conservation Areas. The City, as MSHCP Permittee, is to consider these guidelines in reviewing the Project. The MSHCP Urban/Wildland Interface Guidelines address: drainage, toxics, lighting, noise, invasives, barriers, and grading.</p>	
Policy LU-7.2	Design new development adjacent and in close proximity to native wildlife in a manner which protects and preserves habitat.	<p>The proposed Project has been designed to comply with the City design guidelines, including the Citywide Design Guidelines and Sign Guidelines. As part of the design review process, changes to the site design as part of the Design Review process have resulted in changes to the building elevations producing an even more compatible project with the surrounding area (residential area to the north and the park to the west). Additionally, the proposed Project will adhere to the City’s Citywide Design and Sign Guidelines. As discussed in Section 5.4 – Biological Resources, the Project is required to comply with the provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), including MSHCP Section 6.1.4 (Guidelines Pertaining to Urban/Wildlands Interface) to ensure adjacent habitat is protected and preserved. MSHCP Section 6.1.4 addresses drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development. The project will also be consistent with recommendations made in the 1999 Stephens Kangaroo Rat Management Plan and Updated Conceptual Development Plan for Sycamore Canyon Wilderness Park. This will include complying with all required trail, fire access road, and fence design per PRCSD details.</p>	Consistent

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		<p>The Project also incorporates several design features, as described in Section 5.4.4 – Biological Resources, to benefit biological resources in close proximity to the Project site. These include an approximately 3-acre Mitigation Area along the western edge of the Project site to mitigate for a proposed 1.91-acre permanent impact to riparian/riverine habitat. This Mitigation Area will include a low-flow channel designed to mimic a naturally occurring channel and will be dominated by willow riparian scrub habitat (0.50 acres) with upland scrub and oaks along the upper banks (an additional approximately 2.5 acres). As described in the <i>Determination of Biologically Equivalent or Superior Preservation</i> (DBESP) prepared for this Project, the habitat that will be created in the Mitigation Area is considered superior in comparison to the existing drainage and habitat. A Habitat Mitigation Management Plan (HMMP) will be prepared by the applicant to describe the habitat creation and establish long-term success criteria.</p>	
Policy LU-7.4	Continue to participate in the Western Riverside County Species Habitat Conservation Plan (MSHCP).	<p>The City adopted the MSHCP on September 23, 2003, and as a signatory to the MSHCP, adopted Ordinance No. 6709 (which is codified as Chapter 16.72 of the Riverside Municipal Code). Ordinance No. 6709 established a Local Development Mitigation Fee (LDMF) to be used by the Western Riverside County Regional Conservation Authority (RCA) to implement the MSHCP. The proposed Project will be required to participate in the MSHCP through the payment of the LDMF at the time building permits are issued pursuant to the provisions of Ordinance No. 6709 in addition to compliance with all other application provisions.</p> <p>The Project's compliance with other provisions of the MSHCP is discussed in Section 5.4 - Biological Resources.</p>	Consistent
Objective LU-9:	Provide for continuing growth within the General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's objective.		

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Policy LU-9.1	Identify sufficient locations for residential and non-residential development to accommodate growth anticipated through the year 2025 on the General Plan Land Use Policy Map (Figure LU-10).	The proposed Project is a part of the approved <i>Sycamore Canyon Business Park Specific Plan</i> . Thus, the area has already been planned. See response under Policy LU-9.7 for a history of planning efforts in the Project area.	Consistent
Policy LU-9.3	Designate areas for urban land uses where adequate urban levels of public facilities and services exist or are planned, in accordance with the public facilities and service provisions policies of this General Plan.	The proposed Project has been planned and designed in such a manner to take advantage of existing City infrastructure. Furthermore, the proposed Project is located adjacent to other industrial logistics and distribution centers.	Consistent
Policy LU-9.7	Protect residentially designated areas from encroachment by incompatible uses and from the effects of incompatible uses in adjacent areas. Uses adjacent to planned residential areas should be compatible with the	As noted in the Project Description, the <i>SCBPSP</i> is the result of a complex series of circumstances including: <ol style="list-style-type: none"> 1. 1978 – The City identifies the area as the only large, undeveloped area of land not previously subject to detailed planning analysis, with significant economic development potential. 2. 1979 – The City adopts the Arlington Heights Plan for the area immediately to the southwest. 3. 1980 – The City prepares a special report for the Southeast Study Area, adjacent to and complementing the County Woodcrest 	Consistent

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	<p>planned residential uses and should employ appropriate site design, landscaping and building design to buffer the non-residential uses.</p> <p>Study Area.</p> <ol style="list-style-type: none"> 4. 1980 – The new Air Installation Compatible Use Zones (AICUZ) report for March Air Force Base is amended, placing the bulk of property within the Sycamore Canyon Business Park in aircraft noise contours of 80 CNEL or above. 5. 1984 – The City adopts the <i>Sycamore Canyon Business Park Specific Plan (SCBPSP)</i> and EIR (Formerly Known as the Box Springs Industrial Park). The <i>SCBPSP</i> describes a planned industrial park consisting of approximately 920 acres of industrial and commercial uses and a 480 acre wilderness park (Sycamore Canyon Wilderness Park) within an area encompassing approximately 1,500 acres. 6. 1984 – The Sycamore Canyon Specific Plan (SCSP) was adopted to further the voter's intent shown by the passage of Proposition R with regard to protecting natural hillside and arroyo areas. The SCSP provides for the development of perimeter portions of the site with residential and some commercial uses while protecting areas in and around Sycamore Canyon for open space. The relationships between the SCSP and the <i>SCBPSP</i> were studied and recommendations providing for coordination between these two plans were incorporated as part of both the SCSP and the <i>SCBPSP</i>. The proposed residential uses allowed under the SCSP were broken out of the SCSP and were instead covered by the Lusk Highlander Specific Plan (now known as the Sycamore Highlands Specific Plan). 7. 1990 – The Sycamore Highlands Specific Plan was prepared so that development of the parent approximately 411 acre Sycamore Highlands property would be accomplished in an orderly and 	

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	<p>coordinated manner.</p> <p>It is these complex circumstances that, over thirty years ago, setup a natural Wilderness area, an Industrial Specific Plan and a Residential Specific Plan that are the envy of many other cities.</p> <p>Although residential and industrial uses can generally be incompatible, with the correct design features, including the use of the City’s Good Neighbor Guidelines, the two uses can co-exist compatibly. In this instance, topographical features can also help to protect the residential uses from the industrial uses. Mitigation Measures are being employed throughout, the EIR to improve aesthetics, air quality, GHG, noise, and traffic and reduce impacts from the proposed Project on the adjacent uses.</p> <p>As described in Section 3 – Project Description, landscaping at the Project site has been designed to provide visual appeal and to screen the views of Buildings 1 and 2 from the adjacent residential areas and the Sycamore Canyon Wilderness Park. Figures 3-14a and 3-14b – Line of Sight Exhibits illustrate how the proposed landscaping and siting of the buildings will minimize views of Buildings 1 and 2 from areas adjacent to the Project site. Additionally, an approximately 3-acre Mitigation Area has been designed along the western edge of the Project site in proximity to the Sycamore Canyon Wilderness Park, which will be planted with native riparian and riparian scrub habitat to mimic a naturally occurring drainage. Additionally, no loading dock doors are proposed along the building walls that face the residential areas, as shown on Figure 3-10 – Proposed Site Plan, which will minimize truck-related impacts to the adjacent residential areas. All Project lighting has been designed according to requirements outlined in the SCBPSP Guidelines, the City’s Municipal Code, the City’s PRCSD, and the <i>Sycamore Canyon Wilderness Park Stephens’ Kangaroo</i></p>	

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		<i>Rat Management Plan and Updated Conceptual Development Plan.</i> A full discussion of Project site, building, and landscape features is included in Section 3 – Project Description of this document.	
Objective LU-10:	Provide for appropriate timing of development in accordance with the future land uses designated in this Land Use Element.		
Policy LU-10.4	Require development projects to be timed and phased that projects are not occupied prior to the provision of necessary urban services.	The Project is surrounded by built up areas. The Sycamore Highlands residential area is located north of the Project; warehouses are located to the east and south of the Project; and the Sycamore Canyon Wilderness Park is west of the Project. Existing roadways surrounding the Project vicinity have already been constructed along with existing WMWD water pipelines, AT&T and Charter Communications telephone and cable utilities, and Southern California Gas Company utilities. Therefore, timing and phasing of Project development will not occur prior to development of urban services because they are already constructed.	Consistent
Objective LU-22:	Avoid land use/transportation decisions that would adversely impact the long term viability of the March Air Reserve Base/March Inland Port, Riverside Municipal Airport add Flabob Airport.		
Policy LU-22.2	Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP, Riverside Municipal and Flabob Airports and in	The SCBPSP was developed with the protection, of what was then known, as the March Air Force Base, and this is why the area was designated for Business Manufacturing Park Uses. In addition, this project has been designed to meet the requirements of the MARB/MIP capability requirements and was approved by the Airport Land Use Commission.	Consistent

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	implementing the new Airport Land Use Compatibility Plan.		
Policy LU-22.5	Review all proposed projects within the airport influence areas of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport as noted on Figure PS-6 – Airport Safety Zones and Influence Areas for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible.		
Policy LU-22.9	All development proposals within an airport influence area and subject to ALUC review will also be submitted to the manager of the affected airport for		

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	comment.		
Objective LU-24:	Maximize the economic impact of Riverside's industrial land by careful use of industrial properties, giving priority to clean enterprises that yield large numbers of highly skilled, high-paying jobs relative to site size.		
Policy LU-24.1	Tailor zoning regulations for industrial and business/office park uses to ensure that future uses are in concert with the City's wider policy goals.	<p>The proposed Project is located within the Sycamore Canyon Business Park Specific Plan and adjacent to the Canyon Crest Neighborhood, in the eastern portion of the City of Riverside, California. The Project site consists of approximately 76 gross acres of land and development is guided by the City of Riverside General Plan and the Sycamore Canyon Business Park Specific Plan. The Project site has a GP 2025 land use designation of B/OP and a zoning designation of BMP.</p> <p>Although the proposed Project requires a General Plan Amendment (GPA) to amend the Circulation Element, no GPA or change of Zone is required for the logistics use because the proposed use is a permitted use under a Minor Conditional Use Permit (when a project proposes buildings totaling more than 400,000 sq. ft.) with those allowable under the existing land use and zoning designations. Further, the project will be required to adhere to the Sycamore Canyon Business Park Specific Plan. Therefore, the Project will be consistent with the existing General Plan land use designation, zoning, and Sycamore Canyon Business Park Specific Plan.</p>	Consistent
Objective LU-26:	Ensure that a network of modern effective and adequate community facilities are equitably distributed across the entire City.		
Policy LU-26.1	Develop and enforce standards for community facilities (such as fire and police stations, libraries	The proposed Project is located 0.5 miles from the Box Spring Station (Fire Station 13) and as such will be served by this fire station. Chapter 16.52 of the Riverside Municipal Code provides for the payment of development fees to be utilized for the purchase of land for and the construction of fire	Consistent

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	<p>and parks) based upon population densities and proximity of existing facilities.</p> <p>stations and the acquisition of equipment and furnishings to equip fire stations. The fee is required to be paid prior to issuance of a building permit for new development. The Project developer will be conditioned as part of Project approval to pay applicable development impact fees.</p> <p>The Project does not propose residential uses so it will not increase the population resulting in an increased need for police resources. However, the Project will have to adhere to Business staffing criteria for the City. Business staffing within the City is based on square footage of the business, type of business and type of police service required. As a result, the Riverside Police Department (RPD) estimated that its staffing projections through 2025 are 110 additional sworn officers and 55 additional non-sworn personnel. Because the staffing needs have already been accounted for within the City General Plan 2025 and there is no change in land use, the Project will not increase the amount of police resources needed.</p> <p>The City of Riverside collects revenue for local libraries per Measure I, which collects a \$19 annual parcel tax until 2022. Nevertheless, the Project does not include a residential component and will not directly increase the use of existing library services as it is reasonably anticipated employees at the Project site would utilize existing library facilities by their place of residence, and the employees at the Project site are expected to already reside in the region regardless of Project implementation given the nature of the Project and the growth projections for the City and surrounding area. As such, an indirect impact from Project implementation on Riverside Public Libraries (RPL) is not expected to result.</p> <p>It should be noted, that along with the trailhead parking lot and trail to the Park, the Project is also providing a Fire Access/Maintenance Road off the southernmost driveway along the southern portion of the property to reach</p>	

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		the Sycamore Canyon Wilderness Park. This access will provide yet another fire access to the Park and another PRCSO maintenance access to the Park.	
Objective LU-27:	Enhance, maintain and grow Riverside’s inventory of street trees.		
Policy LU-27.4	Encourage trees on private property to add to the City’s urban forest.	The proposed Project includes perimeter landscaping, internal landscaping, and a mitigation area on the west side of the Project site that will include trees in the landscaped areas and trees in the Mitigation Area as shown on Figure 3-11 – Conceptual Landscape Plan .	Consistent
Objective LU-30:	Establish Riverside’s neighborhoods as the fundamental building blocks of the overall community, utilizing Neighborhood and Specific Plans to provide a more detailed design and policy direction for development projects located in particular neighborhoods.		
Policy LU-30.2	Ensure that every neighborhood has a unique community image that is incorporated and reflected in all public facilities, streetscapes, signage and entryways proposed for each neighborhood.	The Project is located within the Sycamore Canyon Business Park Specific Plan and as such will adhere to the objectives, standards and guidelines of the Specific Plan. Additionally, the Project is consistent with the current General Plan 2025, the City’s Zoning Code, and the Sycamore Canyon Business Park Specific Plan. Lastly, as part of the entitlement process, the proposed Project is going through a design review process as part of this Project approval to ensure all design requirements have been met. The review will ensure the proposed Project adheres to the provisions of the City’s Citywide Design and Sign Guidelines.	Consistent

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Policy 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.	The Project is located within the Sycamore Canyon Business Park Specific Plan and as such will adhere to the objectives, standards, and guidelines of the Specific Plan. The Project's proposed architectural design is consistent with the design of the existing industrial buildings east of the Project site. Additionally, the Project is consistent with the current General Plan land use and zoning designations of the City General Plan 2025 and the Sycamore Canyon Business Park Specific Plan. Lastly, the proposed Project is going through a design review process as part of this Project approval to ensure all design requirements have been met, including adherence to the provisions of the City's Citywide Design and Sign Guidelines.	Consistent
Policy LU-30.9	Interpret, apply or impose the development restrictions, conditions and/or standards of an approved Specific Plan in addition to those found in this General Plan.	The proposed Project is located within and will adhere to the restrictions, conditions and/or standards of the approved Sycamore Canyon Business Park Specific Plan.	Consistent
Objective LU-79:	Preserve and enhance the natural character and qualities of Sycamore Canyon Wilderness Park.		
Policy LU-79.2	Ensure that development on the periphery of the park is minimally disruptive and maximally screened from the Park.	The proposed Project is located within the Sycamore Canyon Business Park Specific Plan and is adjacent to the Sycamore Canyon Wilderness Park (west of the Project site). The Projects' proposed fencing and on-site landscaping will provide visual appeal, functionality, and will act as a buffer, which will shield the Project site from the adjacent park. The Project proposes an on-site trail easement that will connect recreational users to and from the adjacent park as well as an on-site parking lot to provide	Consistent

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		<p>parking for trail users. The Project proposes landscaping along its western boundary and the Mitigation Area between the park and the buildings (Figure 3-11 – Conceptual Landscape Plan). Additionally, as discussed in Section 5.4 – Biological Resources, because the Project is adjacent to a Conservation Area, the Project is required to comply with the Urban/Wildlands Interface Guidelines set forth in MSHCP Section 6.1.4. In order to minimize Edge Effects,¹ which will reduce potential disruption to the park. The MSHCP Urban/Wildland Interface Guidelines address: drainage, toxics, lighting, noise, invasives, barriers, and grading. The following paragraphs briefly summarize the Project’s compliance with these guidelines.</p> <p><u>Drainage</u>: In the post-Project condition, runoff will leave the Project site via a storm drain to be constructed in Lance Drive and enter into an existing 120-inch diameter storm drain in Eastridge Drive before being discharged into an existing water quality basin before it enters into Sycamore Canyon Wilderness Park via a natural drainage.</p> <p><u>Toxics</u>: The Project does not propose to use chemicals, or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species.</p> <p><u>Lighting</u>: The Project does not propose any direct lighting into the Sycamore Canyon Wilderness Park. All Project lighting will be directed away from the Park and shall incorporate shielding as required by the</p>

¹ Edge Effects are defined in the MSHCP as: adverse direct and indirect effects to species, Habitats and Vegetation Communities along the natural urban/wildlands interface. May include predation by mesopredators (including native and non-native predators), invasion by exotic species, noise, lighting, urban runoff and other anthropogenic impacts (trampling of vegetation, trash and toxic materials dumping, etc.). (MSHCP, p. Def/Acr vi)

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	<p>Chapter 19.556 of the City’s Municipal Code.</p> <p><u>Noise</u>: As discussed in Section 5.12 – Noise, the Project will install a temporary construction noise barrier along its western boundary to minimize the effect of noise on the Sycamore Canyon Wilderness Park. Once completed, the Project will include fencing and landscaping surrounding the trailer parking and docking area.</p> <p><u>Invasives</u>: The Project’s proposed plant palette does not include any invasive plant species.</p> <p><u>Barriers</u>: Where appropriate, barriers are used for projects adjacent to the MSHCP Conservation Area to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. The Project includes a trail head with parking lot and trail and Fire Access/Parks Maintenance Road that will connect to the Sycamore Canyon Wilderness Park. The trail and Fire Access/Parks Maintenance Road will include gates in order to control access to the Park. The Project will include fencing and barriers such that the only entrance into the Park will be via the trail or Fire Access/Maintenance Road.</p> <p><u>Grading</u>: the project does not propose any grading within the Sycamore Canyon Wilderness Park.</p>	
Policy LU-79.5	<p>Enhance access points and encourage recreational use in accordance with the adopted Sycamore Canyon Wilderness Park – Stephen’s Kangaroo Rat Management Plan and Updated Conceptual</p> <p>Sycamore Canyon Wildness Park, an open space wilderness reserve with on-site bike and hiking trails for recreational uses, is located immediately west of the Project site. The Project proposes an on-site trail easement and a dedicated parking area, which will provide a connection to the Sycamore Canyon Wilderness Park. The proposed Project has been going through a design review process as part of the Project approval to ensure all design requirements have been met. Changes to the site design as part of the review process and proposed changes to the building elevations</p>	Consistent

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	Development Plan.	have resulted in a more compatible project with the surrounding area (residential area to the north and the park to the west). Additionally, the proposed Project will adhere to the City's Citywide Design and Sign Guidelines. As discussed in Section 5.4 – Biological Resources, the Project is required to comply with the provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), including MSHCP Section 6.1.4 (Guidelines Pertaining to Urban/Wildlands Interface) to ensure adjacent habitat is protected and preserved. MSHCP Section 6.1.4 addresses drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development. The project will also be consistent with recommendations made in the 1999 Stephens Kangaroo Rat Management Plan and Updated Conceptual Development Plan for Sycamore Canyon Wilderness Park. This will include complying with all required trail, fire access road, and fence design per PRCSD details.	
Objective LU-80:	Establish Sycamore Canyon Business Park and Canyon Springs as a center for economic growth.		
Policy LU-80.3	Minimize any adverse land use conflicts between industrial uses and the residential and open space properties that abut specific plan areas.	The proposed Project is located within the Sycamore Canyon Business Park Specific Plan and abuts residential land uses to the north and the Sycamore Canyon Wilderness Park to the west. Project design will ensure that the residential neighborhood located to the north will be protected from development of the proposed Project. As a result, the Project Proponent did not propose parking along the northern side of Building 2, has designed Building 2 with no cross dock facilities, and has set the building back 100-feet from the nearest residential property line. Additionally, the Project proposes an on-site trail easement which will provide connectivity for recreational users of the Sycamore Canyon Wilderness Park and a parking lot for the users to safely park and access the trail. Fencing and on-site landscaping will provide visual appeal, functionality, and will act as a buffer which will shield the Project site from	Consistent

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		the surrounding land uses. Finally, the Project is required to comply with MSHCP Section 6.1.4 (Urban/Wildlands Interface) which will reduce land use conflicts between the proposed Project operations and the park.
Policy LU-80.6	<p>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.</p>	<p>The proposed Project is located within the Sycamore Canyon Business Park Specific Plan and proposes the construction of approximately 1.4 million square feet of light industrial warehousing and office space. The development of the Project will implement the goals and objectives of the Sycamore Canyon Business Park Specific Plan by contributing to the City’s industrial base, which will provide for high paying jobs for residents within the City. Furthermore, the Project has been efficiently designed and will reduce infrastructure costs because the Project will be located in an area that already has existing water pipelines, telephone lines, cable lines, and natural gas service set in place.</p>
Consistent		

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Circulation and Community Mobility Element			
Objective CCM-2:	Build and maintain a transportation system that combines a mix of transportation modes and transportation system management techniques, and that is designed to meet the needs of Riverside’s residents and businesses, while minimizing the transportation system’s impacts on air quality, the environment and adjacent development.		
Policy CCM-2.2	Balance the need for free traffic flow with economic realities and environmental and aesthetic considerations, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short-term delays at peak-flow hours.	<p>The proposed Project has been designed to facilitate traffic in an efficient manner using the existing roadway network. 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.</p> <p>Building 1 will have two driveways along Lance Drive and Building 2 will have one driveway along Lance Drive. Building 1 and Building 2 will have full ingress and right out only egress at each of their individual project driveways. This will force both outbound (i.e. leaving the Project site) passenger cars and trucks to turn south onto Lance Drive to Sierra Ridge Drive and then east on Sierra Ridge Drive to Sycamore Canyon Boulevard (see Figure 5.16-3 – Project Trip Distribution (Passenger Cars – Outbound), and Figure 5.16-5 Project Trip Distribution (Trucks – Outbound)). From the intersection of Sierra Ridge Drive and Sycamore Canyon Boulevard, outbound vehicles will either turn north or south to travel to I-215 or other surrounding roadways. Partial width improvement on the westerly side of that portion of Lance Drive that is currently in place will be constructed by the Project at its ultimate cross-section. The Project will construct the full-width improvements to the remaining portion of Lance Drive to Dan Kipper Drive. The Project proposes a slight realignment to that portion of Lance Drive shown as Lot A on TPM 36879. (Figure 3-8 –</p>	Consistent – except for the Project’s impacts to freeway segments (on- and off-ramps) will be significant and unavoidable.
Policy CCM-2.3	Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis.		

Applicable City of Riverside General Plan 2025 Objectives and Policies	Relationship of the Project to the Policy	Consistency Level
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Policy CCM-2.4	<p>Minimize the occurrence of street operating at LOS F by building out the planned street network and by integrating land use and transportation in accordance with the General Plan principals.</p> <p>Tentative Parcel Map.) Per the <i>Sycamore Business Park Specific Plan</i>, Lance Drive is designated as a 2 lane 74 foot Collector Street.</p> <p>Implementation of the Project will introduce additional traffic to the study area. All study area intersections and freeway segments will continue to operate at an acceptable LOS when Project-related traffic added to the existing traffic, traffic from ambient growth, and traffic from cumulative development projects (E+A+C+P) except for the Eastridge-Eucalyptus I-215 Northbound off-ramp, and the intersection of Sycamore Canyon Boulevard/Dan Kipper Drive.</p> <p>With regard to the Eastridge-Eucalyptus I-215 Northbound off-ramp, this off-ramp is projected to operate at LOS E during the PM peak hour as a result of ambient growth without the Project (E+A). With the addition of Project traffic (E+A+P), this off-ramp will continue to operate at LOS E which is considered to be an unsatisfactory LOS per Caltrans.</p> <p>To restore satisfactory operations at this location, improvements such as the Riverside County Transportation Commission I-215 North Project and/or the addition of lanes to the freeway would be required. But, because the freeway facilities are under the jurisdiction of Caltrans and no mechanism to contribute fair share toward a required improvement is currently available, the timing and funding of these improvements are unknown and the City nor the Project proponent can contribute to the fair share fees or implement the required improvements required to change the LOS from unsatisfactory to satisfactory. Because the projected LOS at this off-ramp is currently unsatisfactory, Project impacts are considered significant and unavoidable until improvements are funded or constructed.</p> <p>With regard to the Sycamore Canyon Boulevard/Dan Kipper Drive intersection and the E+A+C condition, this intersection is projected to operate at LOS F as a result of traffic from cumulative development</p>	

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		<p>projects. The delay for this intersection under the E+A+C condition is 52.9 seconds. When Project traffic is added to existing traffic, traffic from ambient growth and cumulative development project traffic (E+A+C+P), the delay at this intersection will increase by 0.9 seconds. Because this delay is increased by less than 1 second, this impact is not significant. (WEBB, p. 3-9)</p> <p>With regard to the Fair Isle-Box Springs I-215 Northbound on-ramp, this on-ramp is projected to operate at LOS E in the AM peak hour and LOS F in the PM peak hour as a result of traffic from the cumulative development projects (E+A+C). With the addition of Project traffic (E+A+C+P), this on ramp will continue to operate at LOS E (AM peak hour) and Los F (PM leak hour). This on-ramp will operate at LOS C (AM peak hour) and LOS D (PM peak hour) in the E+A+C+P condition with the addition of one mainline mixed flow lane for northbound I-215 at the Fair Isle-Box Springs Drive on-ramp. Impacts to the freeway ramps are significant because the City cannot control the timing of the construction of the needed improvements.</p> <p>Although the Project’s intersection impacts will not be significant its impacts to freeway segments (on- and off-ramps) will be significant and unavoidable.</p>
Policy CCM-2.7	Limit driveway and local street access on Arterial Streets to maintain a desired quality of traffic flow. Wherever possible, consolidate driveways and implement access controls during redevelopment of	<p>Due to the redesign of Dan Kipper Drive as a knuckle into Lance Drive which then knuckles into Sierra Ridge Drive, a circular flow of traffic is created. The Project is limited to three driveway access points, all of which will include a raise pork-chop design limiting all vehicular traffic to right turns out of the facilities’ parking lots. This means vehicles leaving either of the new sites will have to turn right onto Lance Drive and then left onto Sierra Ridge Drive where a traffic signal exists at Sycamore Canyon</p>

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	adjacent parcels.	Boulevard.	
Policy CCM-2.8	Design street improvements considering the effect on aesthetic character and livability of residential neighborhoods, along with traffic engineering criteria.	Additionally, there will be signs posted at all Project driveways indicating that only right turns onto Lance Drive are permitted. The intent of the restriction is to direct traffic toward the signalized intersection on Sierra Ridge Drive and limit left turns at the unsignalized location on Dan Kipper Drive.	
Policy CCM-5.5	Participate in programs to mitigate regional traffic congestion.	The Project complies by participating in the cost of off-site improvements through the payment of the Transportation Uniform Mitigation Fee (TUMF) and City of Riverside local Development Impact Fee (DIF).	Consistent
Objective CCM-6:	Reduce peak-hour trips, roadway congestion and air pollution.		
Policy CCM-6.1	Encourage the reduction of vehicle miles, reduce the total number of daily peak hour vehicular trips, increase the vehicle occupancy rate and provide better utilization of the circulation system through the development and implementation of TDM programs contained in the SCAQMD and County of Riverside TDM	In addition to meeting the requirement of the City's Zoning Code 19.880 – Transportation Demand Management Regulations (TDM) the Project will also: 1) Provide up to three electric vehicle charging facilities to encourage the use of low or zero-emission vehicles (MM AQ 11); 2) Provide bicycle parking per the Cal Green Code Standards including Short-term bicycle parking (5.710.6.2.1) and Long term bicycle parking (5.710.6.2.2) (MM AQ 12); 3) Designate parking per (5.710.6.3) for 10 or more vehicular parking spaces; for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.2.2 of Division 5.1; and 4) The Building Operator will support and encourage ridesharing and transit for the construction crew (MM AQ 16).	Consistent

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	Guidelines.		
Objective CCM-11:	Promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.		
Policy CCM-11.1	Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development.	The Project is located within the vicinity of March Air Reserve Base (MARB) airport influence area in Zones C1 and D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). On December 10, 2015 the Airport Land Use Commission (ALUC) determined that the Project was consistent with the LUCP. Therefore, although the Project is located within an airport influence area it will not result in a change to air traffic patterns, increase air traffic levels and/or change the location of air traffic patterns. As such, it is consistent.	Consistent
Policy CCM-11.2	Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan and all other applicable State and Federal Regulations.		

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Objective CCM-12:	Facilitate goods movement as a means of economic expansion, while protecting residents and visitors from the negative effects typically associated with truck operations and rail service.		
CCM-12.1	Discourage the use of public streets for heavy freight loading and unloading.	The DEIR evaluates the Project assuming 24-hour a day, seven day a week operations. This means trucks arriving at the Project site would be able to enter and not have to wait for the operator to open the gates. Because the Project operator is unknown at this time and it has been noted that similar logistics uses in the City have resulted in trucks queuing on public streets.	Consistent
CCM-12.2	Ensure that new development projects provide adequate truck loading and unloading facilities.	<p>If the Project was not a 24/7 operation, the potential for truck queuing on public streets is the highest in the morning when it is expected that multiple trucks arrive at the Project site prior to the gates opening. In this case, it can be assumed that the trucks would queue as trucks that arrived earlier make their way into their respective driveways (WEBB, p. 6-11). According to Table 5.16-F – Project Trip Generation, 21 trucks are expected to arrive during the AM peak hours for Building 1 and nine trucks are expected to arrive during the AM peak hours for Building 2. The queuing capacity for Building 1 is approximately 32 to 35 trailer trucks, which is greater than the anticipated number of trucks expected to arrive at Building 1 during AM Peak Hours (21). Therefore, the queuing capacity of Building 1 will not be exceeded shown on Figures 5.16-10 – Site Queuing Analysis with 53’ Trailer Trucks and 5.16-11 – Site Queuing Analysis with 48’ Trailer Trucks.</p> <p>The queuing capacity for Building 2 is approximately five to six trailer trucks, which is less than the anticipated number of trucks expected to arrive at Building 2 during AM Peak Hours (9 trailer trucks). Although it is possible that during the AM Peak Hours the queuing capacity for Building 2 will be exceeded by three to four trailer trucks, this should not result in trucks queuing or parking on the residential streets in proximity to the</p>	

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	<p>Project site because there is designated commercial vehicle parking on Sycamore Canyon Boulevard and portions of Box Springs Boulevard. Per Riverside Municipal Code 10.52.155(a), it is unlawful to park commercial vehicles (with a gross vehicle weight of 10,000 pounds or more) and all commercial trailers or semi-trailers on any public street, highway, road or alley within the City except in specific locations designated by the City Traffic Engineer and identified by signs indicating commercial vehicle parking is allowed. There are only six streets in the City where commercial vehicle, commercial trailers, and semi-trailers may be parked: Atlanta Avenue, Box Springs Boulevard, Marlborough Avenue, Northgate Street, Palmyrita Avenue, and Sycamore Canyon Boulevard (https://www.riversideca.gov/parking/pdf/boxspringtruckparking.pdf and http://www.riversideca.gov/parking/pdf/commercialParking.pdf). Parking on Lance Drive and Sierra Ridge Drive is not permitted.</p> <p>Because the Project is expected to be a 24/7 operation and there are designated commercial vehicle parking areas in proximity to the Project site, traffic and neighborhood compatibility issues resulting from the three or four trucks that may have to queue are not anticipated.</p>	
Policy CCM 12.4	<p>Strive to minimize through truck traffic in residential areas, and enforce City codes that restrict trucks on certain streets.</p> <p>The proposed Project has been designed to facilitate traffic in an efficient manner using the existing roadway network. 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.</p> <p>Building 1 will have two driveways along Lance Drive and Building 2 will have one driveway along Lance Drive. Building 1 and Building 2 will have full ingress and right out only egress at each of their individual project driveways. This will force both outbound (i.e. leaving the Project site) passenger cars and trucks to turn south onto Lance Drive to Sierra Ridge</p>	Consistent

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		<p>Drive and then east on Sierra Ridge Drive to Sycamore Canyon Boulevard (see Figure 5.16-3 – Project Trip Distribution (Passenger Cars – Outbound), and Figure 5.16-5 Project Trip Distribution (Trucks – Outbound). From the intersection of Sierra Ridge Drive and Sycamore Canyon Boulevard, outbound vehicles will either turn north or south to travel to I-215 or other surrounding roadways.</p> <p>These design features, together with the City’s limitation on truck parking on City streets https://www.riversideca.gov/parking/pdf/boxspringtruckparking.pdf and http://www.riversideca.gov/parking/pdf/commercialParking.pdf) and the City’s active Neighborhood Traffic Management Program http://www.riversideca.gov/publicworks/traffic/pdf/NeighborhoodTrafficManagement.pdf) designed to minimize and/or prevent intrusion of regional cut-through traffic into residential neighborhoods will provide the tools to ensure through truck traffic in residential areas is managed (i.e., delivery trucks, etc.).</p>	
Public Safety Element			
Objective PS-1:	Minimize the potential damage to existing and new structures and loss of life that may result from geologic and seismic hazards.		
Policy PS-1.1	Ensure that all new development in the City abides by the most recently adopted City and State seismic and geotechnical requirements.	The nearest fault is approximately six miles from the Project site and the Project site is not susceptible to liquefaction or landslides. The Project site is not within an area with soils identified as having a high shrink-swell potential (GP 2025, Figure PS-3), and the Project’s geological investigation testing on-site soils and determined that the soils have a “very low” expansion potential and are underlain by granitic bedrock (CHJ(c), p. 5); thus, collapse is unlikely. Additionally, the potential for lateral spreading at	Consistent

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		the Project site is considered low because the site is underlain by dense subsurface soil and bedrock (CHJ(c), p. 4). The Project site is also not within an area susceptible to subsidence (RCMMC). Thus, the Project site is not considered to be susceptible or located on a site or unit that is unstable. Even so, the Project will incorporate the Project-specific geotechnical recommendations provided by CHJ Consultants and will conform to the adopted building code; potential impacts associated with seismically induced landslides will be less than significant.	
Objective PS-3:	Minimize risks associated with the storage, transport and disposal of hazardous materials.		
Policy PS-3.1	Ensure that hazardous materials used in business and industry are handled properly.	<p>Although the overall quantity of hazardous materials and waste generated in the Project area may increase as a result of implementation of the proposed Project, all new development that will handle or use hazardous materials would be required to comply with the regulations, standards, and guidelines established by USEPA, the State of California, County of Riverside and City of Riverside, related to storage, use, and disposal of hazardous materials.</p> <p>Both the federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a hazardous material business plan (HMBP) to a regulating agency.</p> <p>The federal government requires owners and operators of a facility to complete and submit an emergency and hazardous chemical inventory form annually, known as the Tier II form, if the facility has at a minimum or greater:</p> <ul style="list-style-type: none"> 500 pounds (or 227 kilograms --- approximately 55 gallons) or applicable federal threshold quantities for extremely hazardous substances listed in 40 CFR Part 355, Appendix A and B and 	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies	Relationship of the Project to the Policy		Consistency Level
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		<p>hazardous chemicals, whichever is lower</p> <ul style="list-style-type: none">• 10,000 pounds of a hazardous chemical that is not an extremely hazardous substance• 75,000 gallons of gasoline• 100,000 gallons of diesel. <p>Any new business that meets the specified criteria must submit a full hazardous materials disclosure report that includes an inventory of the hazardous materials generated, used, stored, handled, or emitted; and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The plan needs to identify the procedures to follow for immediate notification to all appropriate agencies and personnel in the event of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.</p> <p>As a result of oversight by the appropriate federal, state, and local agencies, and compliance with applicable regulations related to the handling and storage of hazardous materials the risk of the public’s potential exposure to hazardous substances are less than significant.</p>	
Objective PS-4:	Protect the community from hazards related to air and ground transportation.		
Policy PS-4.6	Ensure that development within airport influence areas is consistent with the Airport Protection Overlay	As part of the Project design features, the Project will provide for the safety of on-site employees, customers, and visitors, and will provide for the safe handling of any potential occurrences of hazardous materials that may be encountered during Project construction. In addition, the Project will	Consistent

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	Zone development standards and the Riverside County Airport Land Use Compatibility Plan.	include risk-reduction design measures due to the Project site's proximity to MARB as discussed in Section 5.8 – Hazards and Hazardous Materials, of this DEIR.	
Objective PS-6:	Protect property in urbanized and nonurbanized areas from fire hazards.		
Policy PS-6.1	Ensure that sufficient fire stations, personnel and equipment are provided to meet the needs of the community as it grows in size and population.	<p>The Project site will be served by the Box Springs Station (Fire Station 13) located at 6490 Sycamore Canyon Boulevard, approximately 0.5 mile to the southeast. If necessary, emergencies at the Project site may also be served by the Sycamore Canyon Station (Fire Station 14) located at 725 Central Avenue, approximately 1.3 miles to the northwest. Given the nature of the proposed use and the proximity of existing fire stations, as well as stations throughout the City, the Project will not impact fire response times and will not otherwise create a substantially greater need for fire protection services than already exists. No new or expanded fire protection facilities will be required as a result of this Project.</p> <p>Additionally, the Project does not propose to use substantially hazardous materials or engage in hazardous activities that will require new or expanded fire protection equipment to meet potential emergency demand. Any incremental impacts on to the provision of fire protection or emergency medical facilities and services will be offset by the payment of development impact fees as required by Chapter 16.52 of the Riverside Municipal Code and from revenue generated for the City from property taxes. Therefore, impacts to fire protection services will be less than</p>	Consistent
Policy PS-6.2	Endeavor to meet/maintain a response time of five minutes for Riverside's urbanized areas.		
Policy PS-6.3	Integrate fire safety considerations in the planning process.		
Policy PS-6.4	Evaluate all new development to be located in or adjacent to wildland areas to assess its		

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	vulnerability to fire and its potential as a source of fire.	significant.	
Policy PS-6.5	Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.		
Policy PS-6.7	Continue to involve the City Fire Department in the development review process.		
Objective PS-7:	Provide high-quality police services to all residents and businesses in Riverside.		
Policy PS-7.5	Endeavor to provide minimum response times of seven minutes on all Priority 1 calls and twelve minutes on all Priority 2 calls.	RPD endeavors to respond to Priority 1 calls within 7 minutes, and to respond to Priority 2 calls within 12 minutes. (GP 2025 FPEIR, p. 5.13-30) The proposed Project will not result in any unique or more extensive crime problems that cannot be adequately handled by the existing level of police resources. As such, no new or expanded police facilities will need to be constructed as a result of this Project. Additionally, the proposed Project will have to adhere to Business staffing criteria for the City. Business staffing within the City is based on square footage of the business, type of business and type of police service required. As a result, RPD estimated that its staffing projections through 2025 are 110 additional sworn officers and 55 additional non-sworn personnel. Because the staffing needs have already been accounted for within the City General Plan 2025 and there is no change in land use, the Project is not anticipated to increase the	Consistent

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		amount of police resources needed. Therefore, impacts to police protection services will be less than significant.	
Objective PS-10:	Improve the community's ability to respond effectively to emergencies.		
Policy PS-10.4	Continue to ensure that each development or neighborhood in the City has adequate emergency ingress and egress, and review neighborhood access needs to solve problems, if possible.	<p>Emergency vehicle access to the Project site and immediate vicinity will be improved by the Project, which includes the extension of Lance Drive northward to connect with Dan Kipper Drive to create a circulation loop. Currently, Lance Drive and Dan Kipper Drive within the Sycamore Canyon Business Park Specific Plan both currently terminate in dead-ends. Upon completion of Project construction, emergency vehicles will be able to access the Project site from two driveways along Lance Drive. Lance Drive, in turn, can be accessed from existing, fully improved roadways including Sycamore Canyon Boulevard via Dan Kipper Drive or Sierra Ridge Drive. The improvement of Lance Drive, as well as the existing roadways within the business park and those that provide access to the business park, have been designed to meet the City's Public Works Departments and Riverside Fire Department's (RFD) specifications. Thus, the Project would not interfere or impede with any emergency response or evacuation plan.</p> <p>With regard to firefighting access into the Sycamore Canyon Wilderness Park, the Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan identifies a future paved cul-de-sac in the vicinity of Kangaroo Court as providing a logical emergency access point to the entire east half of the park. With implementation of the Project as proposed, the General Plan 2025 and the Sycamore Canyon Business Park Specific Plan will both be amended to remove Kangaroo Court from the respective circulation plans and the cul-de-sac will not be constructed as contemplated in the Sycamore Canyon</p>	Consistent

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		Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan. In order to provide access to the east half of the park, the Project proposes a Fire access/Park maintenance road designed and constructed to accommodate a Fire Brush Truck along the southern portion of the Project.	
Open Space and Conservation Element			
Objective OS-1:	Preserve and expand open space areas and linkages throughout the City and sphere of influence to protect the natural and visual character of the community and to provide for appropriate active and passive recreational uses.		
Policy OS-1.5	Require the provision of open space linkages between development projects, consistent with the provisions of the Trails Master Plan, Open Space Plan and other environmental considerations including the MSHCP.	<p>The Project proposes a parking lot and trail head at the southeastern-most portion of the Project Site. The parking lot and trail head shall be required to be designed, constructed, and maintained to the standards and specifications of the City's Park, Recreation, and Community Services Department, the SCBPSP, and the <i>Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan</i>.</p> <p>A Fire Access/Park Maintenance Road will also be provided, with access taken from an internal driveway and provided back to the Sycamore Canyon Wilderness Park on a 12-foot wide road providing a minimum 10-foot wide 4-inch thick decompose gravel surface and 13.5-foot vertical clearance.</p>	Consistent
Policy OS-1.6	Ensure that any new development that does occur is effectively integrated through convenient street and/or pedestrian connections, as well as through visual	<p>A visual connection to Sycamore Canyon Wilderness Park will be provided by on-site landscaping that will meet or exceed the City's requirements. As well, the Project proposes a 2.96 acre Mitigation Area, along the western side of the Project site in proximity to the Sycamore Canyon Wilderness Park, to replace the loss of an existing blue line stream that</p>	

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	connections.	runs diagonally across the property from northwest to southeast.	
Objective OS-2:	Minimize the extent of urban development in the hillsides, and mitigate any significant adverse consequences associated with urbanization.		
Policy OS-2.2	Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, arroyos and other critical environmental areas.	<p>Three grading exceptions are needed to implement the Project's proposed grading plan, as the Riverside Municipal Code permits a maximum of 20-foot high slopes (Riverside Municipal Code § 17.28.020(10)) and benches are not normally permitted (Id. § 17.28.020(11)). The grading exceptions are described below and shown on Figure 3-9 – Grading Exception in the Project Description:</p> <ol style="list-style-type: none"> 1. To permit a five-foot bench, approximately 550-feet long at the western property line boundary and a 2:1 and 3:1 slope between 20-feet and 35-feet in height, with a ten-foot wide bench between the 2:1 and 3:1 slopes approximately 1,550-feet long along the westerly property line adjacent to Sycamore Canyon Wilderness Park (Area 1 on Grading Exception Exhibit); 2. To permit a 3-1 slope between 20-feet and 34-feet in height and approximately 220-feet long adjacent to the proposed on-site park trail along the southerly property boundary (Area 2 on Grading Exception Exhibit); and 3. To permit a 2:1 slope between 20-feet and 24-feet in height and approximately 250-feet long adjacent to the proposed driveway at the knuckle of Lance Drive and Dan Kipper Drive (Area 3 on Grading Exception Exhibit). <p>These exceptions are required to design the Project's grading plan to minimize the view of Building 1 and Building 2 from surrounding viewers, including those from the Park and the adjacent residences. Elevational and</p>	Consistent
Policy OS-2.3	Control the grading of land, pursuant to the City's Grading Code, to minimize the potential for erosion, landsliding and other forms of land failure, as well as to limit the negative aesthetic impact of excessive modification of natural landforms.		
Policy OS-2.4:	Recognize the value of ridgelines, hillsides and arroyos as significant natural and visual resources and should strengthen their role as		

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	features which define the character of the City and its individual neighborhoods.	building height differences between Building 1 and Building 2 will minimize the view of these buildings from the adjacent neighborhood. Building 1 is located downslope from and south of Building 2 and is not expected to be visible from the adjacent neighborhood to the north. Additionally, Building 1 is set back approximately 256 feet from the Sycamore Canyon Wilderness Park and views of the building from the park will be softened by on-site landscaping and the Mitigation Area.	
Objective OS-5:	Protect biotic communities and critical habitats for endangered species throughout the General Plan Area.		
Policy OS-5.2	Continue to participate in the MSHCP Program.	There are two habitat conservation plans within the General Plan Area, the MSHCP and the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR-HCP).	Consistent
Policy OS-5.3	Continue to participate in the Stephen's Kangaroo Rat (SKR) Habitat Conservation Plan including collection of mitigation fees and operation of Sycamore Canyon Wilderness Park as an SKR reserve.	The MSHCP is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in western Riverside County. Rather than address sensitive species on an individual basis, the MSHCP provides for the collective conservation of 146 covered species and their habitats. In western Riverside County, many federal and state listed or sensitive species and habitats are "covered species" under the MSHCP. In most instances the MSHCP requires no further surveys for most of the 146 covered species; however, Section 6 of the MSHCP states that additional surveys for 38 of these species is required if either the property occurs in a specific species survey area (e.g., burrowing owl, Criteria Area Species Survey Area [CASSA]) or if potential habitat exists on the property (e.g., least Bell's vireo [<i>Vireo bellii pusillus</i>], or Riverside fairy shrimp [<i>Streptocephalus woottoni</i>]). Further, the MSHCP includes policies for the review of projects in areas where habitat must be conserved (i.e., property within Criteria Cells) and policies for the protection of riparian habitats, vernal pools, and narrow endemic plants.	
Policy OS-5.4	Protect native plant communities in the General Plan Area, including sage scrub, riparian areas and vernal pools, consistent with the MSHCP.		

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		<p>The Project site is not within in a special plant survey area and no sensitive plan species were present on the Project site when the field survey was completed.</p> <p>The Project site is within the MSHCP survey area for burrowing owl; therefore a focused survey was conducted. Because no suitable burrowing owl burrows were present on the Project site, protocol surveys for burrowing owl are not required under the MSHCP Guidelines. Nonetheless, as required by the MSHCP, a preconstruction survey will be conducted as required by MM BIO 2.</p> <p>The Project site was found to have suitable habitat for wildlife species that commonly occur in riparian/riverine habitats including sensitive avian species such as least Bell's vireo (<i>Vireo bellii pusillus</i>), southwestern willow flycatcher (<i>Empidonax traillii extimus</i>), and western yellow-billed cuckoo (<i>Coccyzus americanus occidentalis</i>). The riparian woodland habitat present within the ephemeral drainages that traverse portions of the Project site is potential breeding habitat for the state- and federally-endangered least Bell's vireo and southwestern yellow flycatcher (AMEC(a), p. 15). Thus as required by the MSHCP, protocol surveys for these species were conducted and none of the riparian bird species were found to be occupying the site. However, the Project will implement mitigation measure MM BIO 1 to avoid impacts to nesting birds.</p> <p>There is a small isolated ponded area in the southern portion of the Project site, described as an artificially-created feature in an otherwise upland area (AMEC(a), p. 20). Because this ponded area has the potential to provide suitable habitat for fairy shrimp species, a focused survey for fairy shrimp was conducted as required by the MSHCP to determine the presence or absence of this species on the Project site. The survey was conducted according to USFWS Survey Guidelines. The versatile fairy shrimp,</p>

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		<p><i>Branchinecta lindahli</i>, a common non-listed species was the only species observed during the study period and no federally-listed endangered threatened fairy shrimp species were detected at the Project site (Rocks, p. 2).</p> <p>Because the requisite focused surveys were completed for the Project site, the Project proposes an on-site Mitigation Area to replace lost riparian habitat, and only common fairy shrimp were observed, the Project will be compliant.</p> <p>The Project site is located within the MSHCP Plan Area. The site is not located in a Criteria Cell. The Project site is flanked by PQP Lands within the Sycamore Canyon Wilderness Park. The MSHCP requires projects comply with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban and Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and Section 7.5.3 (Construction Guidelines). The Project's consistency with each of these sections is discussed under Threshold F in Section 5.4.5.</p> <p>As a signatory to the MSHCP, the City adopted Ordinance No. 6709 (which is codified as Chapter 16.72 of the Riverside Municipal Code) and established a Local Development Mitigation Fee (LDMF) to be used by the Western Riverside County Regional Conservation Authority (RCA) to implement the MSHCP. The Project will participate in the MSHCP through the payment of the LDMF at the time building permits are issued pursuant to the provisions of Ordinance No. 6709.</p> <p>The SKR-HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. The SKR-HCP initially established Core Reserves for the</p>

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		<p>conservation of key SKR populations. Outside of the Core Reserves, the SKR-HCP established a fee assessment area by which individual projects are granted coverage under the HCP by payment of SKR fees. The MSHCP, through its goals for SKR, reaffirms the conservation goals of the SKR-HCP, while expanding the coverage area outside of the original coverage boundaries of the SKR-HCP. Neither the SKR-HCP nor MSHCP requires project-specific SKR surveys for sites located outside of the existing Core Reserves. Instead, payments of SKR fees are sufficient to obtain take authorization for SKR, unless specific lands are targeted for conservation by SKR-HCP or MSHCP. (SKR-HCP)</p> <p>The Project site is not located within a Core Reserve; however, it is adjacent to the Sycamore Canyon Core Reserve and located within the SKR fee assessment area (SKR-HCP, Figure 3). The Project proponent is required to pay the Stephens' Kangaroo Rat Preservation Fee in effect at the time a grading permit is issued which is collected per Riverside Municipal Code Section 16.40.040. Because the Project site is not within an SKR-HCP Core Reserve, to be compliant with SKR-HCP, the Project proponent is required to pay the Stephens' Kangaroo Rat Preservation Fee in effect at the time a grading permit is issued.</p> <p>Impacts to migrating birds will be minimized or eliminated by avoiding potential nests in the Project area via mitigation measure MM BIO 1. Avoidance will involve prescribed 500-foot buffer zone for birds of prey and 100- to 300-foot buffer zone for songbirds from sensitive locations. In the event that avoidance is not possible, in instances such as site grading or the actual removal of trees, and impacts to the potentially sensitive habitat are unavoidable, construction work is limited to the non-breeding season months. In the event that either of the aforementioned conditions (i.e., avoidance through buffers or times of the year) cannot be employed, a third alternative is provided that allows a qualified biologist to survey and</p>

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	<p>potentially clear individual trees for the Project's work to continue in the absence of protected nesting birds. Impacts to burrowing owls will be minimized or eliminated by avoiding active nests in the Project area via mitigation measure MM BIO 2. To reduce impacts resulting from the loss of riparian habitat and ensure that the proposed Mitigation Area functions as intended, mitigation measure MM BIO 3 requires preparation and approval of an HMMP with specific success criteria and monitoring. Mitigation measure MM BIO 4 requires the Mitigation Area be placed under a conservation easement and dedicated to an approved mitigation entity. Additionally, to reduce impacts to the loss of jurisdictional waters, mitigation measure MM BIO 5 requires the Project proponent obtain the requisite permits from the appropriate regulatory agencies. Mitigation measures MM Bio 6 and MM Bio 7 further ensure that the Project is compliant with a variety of best management practices to reduce impacts to biological resources during construction and operation of the Project. Therefore, with implementation of mitigation measures MM BIO 1 through MM BIO 7, potential adverse impacts to biological resources will be reduced to less than significant levels.</p> <p>Refer to Sections 5.4.3 – 5.4.7 of the Biological Resources Section for a complete discussion of how this project will comply with Habitat Conservation Plans and protect native plant communities, including sage scrub, riparian areas and vernal pools, consistent with the MSHCP.</p>	
Objective OS-6:	Preserve and maintain wildlife movement corridors.	
Policy OS-6.1	Protect and enhance known wildlife migratory corridors and create new	The Project site is not within a Criteria Cell of the MSHCP and is not intended to be a link between the Sycamore Canyon Wilderness Park and the Box Springs Mountains. Additionally, because much of the area
		Consistent

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	corridors as feasible.	immediately surrounding the Project site is already developed the site does not currently provide a link between the Sycamore Canyon Wilderness Park and the Box Springs Mountains.	
Policy OS-6.3	Preserve the integrity of Riverside’s arroyos and riparian habitat areas through the preservation of native plants.	To reduce impacts resulting from the loss of riparian habitat and ensure the proposed Mitigation Area functions as intended, mitigation measure MM BIO 3 requires preparation and approval of a HMMP with specific success criteria and monitoring.	
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.	See discussion under Objective OS-5, above, and Sections 5.4.3 – 5.4.7 of the Biological Resources Section for a complete discussion of how this project will comply with Habitat Conservation Plans and protect native plant communities, including sage scrub, riparian areas and vernal pools, consistent with the MSHCP. With implementation of mitigation measures MM BIO 1 through MM BIO 7 , adverse impacts to biological resources will be reduced to less than significant levels.	
Objective OS-8:	Encourage the efficient use of energy resources by residential and commercial users.		
Policy OS-8.2	Encourage incorporation of energy conservation	As noted in the Project Description, one of the Sustainability features of this project is that electrical hook-ups shall be provided at both buildings	Consistent

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	features in the design of all new construction and substantial rehabilitation projects and encourage the installation of conservation devices in existing developments.	should refrigeration trucks be needed. However, since both buildings are being built as spec buildings MM AQ 14 has been added requiring electrical hook-up at the docks and staging areas so the buildings will be ready should the tenant need refrigerated trucks. In addition, another Sustainability feature of this Project is limiting idling time for commercial vehicles to no more than five minutes. See the Sustainability Features section of the Project Description for other features the Project will be utilizing.	
Policy OS-8.5	Develop landscaping guidelines that support the use of vegetation for shading and wind reduction and otherwise help reduce energy consumption in new development.	The Project landscaping will be required to comply with the City's new Water Efficient Landscape Ordinance (WELO) adopted December 1, 2015 and modeled after the State's WELO.	Consistent
Policy OS-8.6	Require all new development to incorporate energy-efficient lighting, heating and cooling systems pursuant to the Uniform Building Code.	As noted in the Project Description, the Project will design the buildings to comply with CalGreen Standards and Leadership in Energy and Environmental Design (LEED) features for potential certification. This includes design considerations related to the building envelope, HVAC, lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.	Consistent
Policy OS-8.10	Support the use of public transportation, bicycling and other alternative transportation modes in order to reduce the	As noted in the Project Description, the Project will include the following: <ul style="list-style-type: none"> • Provide up to three electric vehicle charging facilities to encourage the use of low or zero-emission vehicles. • Provide bicycle parking per the Cal Green Code Standards 	Consistent

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	consumption of non-renewable energy supplies.	<p>including Short-term bicycle parking (5.710.6.2.1) and Long-term bicycle parking (5.710.6.2.2).</p> <ul style="list-style-type: none"> Designate parking per (5.710.6.3) for 10 or more vehicular parking spaces, for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.2.2 of Division 5.1. The Building Operator will support and encourage ridesharing and transit for the construction crew. 	
Objective OS-10:	Preserve the quantity and quality of all water resources throughout Riverside		
Policy OS-10.1	Support the development and promotion of water conservation programs.	<p>The City offers the following Programs for Water Use Efficiency Incentives and they are available to all commercial customers, even those in WMWD:</p> <p>Additionally, through a partnership with Metropolitan Water District of Southern California and member agency funding, RPU customers are able to participate in the following Water Use Efficiency Programs by visiting www.socalwatersmart.com:</p> <p>High-Efficiency, Ultra Low-Flush and Zero Water Urinals Ultra low-flush and zero water urinals provide effective, low maintenance flushing in public restrooms while reducing water consumption.</p> <p>Connectionless Food Steamers Water-efficient, connectionless (pressureless) food steamers, which have no water or sewer discharge lines, have recently been developed to maintain or warm food in small- to medium-size restaurants.</p> <p>Weather-Based “Smart” Irrigation Controllers Weather-based (“smart”) irrigation controllers provide the appropriate watering schedule, adjust for changing weather patterns and irrigate based</p>	Consistent
Policy OS-10.2	Coordinate plans, regulations and programs with those of other public and private entities which affect the consumption and quality of water resources within Riverside.		

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	<p>on the needs of your landscape.</p> <p>Central Computer Irrigation Controllers These sophisticated systems are designed for larger irrigated areas such as golf courses, parks, schools and large commercial complexes. Central computer irrigation controllers consist of a master controller (often a personal computer) which tells the valves in remote locations to open and close.</p> <p>High-Efficiency Nozzles for Pop-Up Spray Heads High-efficiency sprinkler nozzles can distribute water more effectively.</p> <p>High-Efficiency Nozzles for Large Rotary Heads By replacing your standard plastic nozzles with high-efficiency metal nozzles, your large rotary sprinklers will become resistant to wear and distribute water more uniformly.</p> <p>In-Stem Flow Regulators The in-stem regulator controls water flow in irrigation systems at the head. This is an ideal solution for parks, schools, office complexes, golf courses, nurseries and other commercial irrigation applications.</p> <p>Laminar Flow Restrictors Laminar flow devices avoid drawing air into the water stream, allowing them to produce a non-aerated clear stream of water while inhibiting bacterial growth and transmission. They reduce flow rates and can help lower water and energy costs.</p> <p>Conductivity Controllers Conductivity controllers can lower the cost of operating your cooling tower by providing greater control over your tower's blow down and subsequent makeup water and with an integrated pH conductivity controller, you can upgrade your cooling tower water treatment system by adding chemicals</p>	

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	<p>that control the system's pH.</p> <p>Dry Vacuum Pumps Liquid ring vacuum pumps use large quantities of water to create a liquid seal and enable suction. Dry vacuum pumps, on the other hand, use machined parts with extremely close tolerances to create suction. Both types of vacuum pumps are used in manufacturing facilities, including medical and dental manufacturing, among other uses.</p> <p>Air-Cooled Ice Machines Air-cooled ice machines use less water and energy than conventional ice machines, and make ice more quickly and efficiently.</p> <p>In addition, WMWD offers commercial rebates at http://www.wmwd.com/411/Rebates</p> <p>. Mitigation Measures MM AQ 8 and MM AQ 9 have been added in the Air Quality Section to implement the appropriate Water Use Efficiencies. Mitigation Measure MM AQ 8 requires incorporation of water-efficient landscaping at the Project site and MM AQ 9 requires building owners to provide educational materials about water conservation and available programs and incentives to building operators to distribute to employees.</p>	
Policy OS-10.4	<p>Develop a recommended native, low-water-use and drought-tolerant plant species list for use with open space and park development. Include this list in the landscape standards for private</p>	Consistent

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	development.		
Policy OS-10.5	Establish standards for the use of reclaimed water for landscaping.		
Policy OS-10.6	Continue to enforce RWQCB regulations regarding urban runoff.	The City operates under the Santa Ana RWQCB, and currently meets all Santa Ana RWQCB wastewater treatment requirements. The Project proposes construction and operation of a logistics center and as such, the Project will not discharge pollutants such as industrial sludge, noxious gases, medical wastes, or radioactive materials. Because the Project will be required to follow all federal and state regulations pertaining to wastewater discharge in addition to the requirements established by the Santa Ana RWQCB under the NPEDES permit impacts will be less than significant.	Consistent
Policy OS-10.7	Work with the RWQCB in the establishment and enforcement of urban runoff water quality standards.		
Policy OS-10.9	Evaluate development projects for compliance with NPDES requirements, and require new development to landscape a percentage of the site to filter pollutant loads in stormwater runoff and provide groundwater percolation zones.		

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		<p>The remainder of onsite runoff will be captured and treated in the regional “marsh.”</p> <p>The <i>Project-Specific WQMP</i> (TE(b)) has been reviewed and deemed approved as preliminary on June 28, 2016 by the City. Therefore, through compliance with the regulatory requirements of the NPDES permits and implementation of Site Control, Source Control, and Treatment Control BMPs identified in the <i>Project-Specific Preliminary WQMP</i>, and the forthcoming <i>Project-Specific Final WQMP</i>, the Project’s potential to violate water quality standards or waste discharge requirements is considered less than significant.</p> <p>Also, review the Site Design BMPs Section within Section 5.9 – Hydrology and Water Quality, Source Control BMPs and Treatment Control BMPs for how this Project will comply with RWQCB and NPDES requirements.</p>	
Parks and Recreation Element			
Objective PR-2	Increase access to existing and future parks and expand pedestrian linkages between park and recreational facilities throughout Riverside.		
Policy PR-2.2	Implement the revisions to the City's trails system as identified in the 2003 Park, Recreation and Community Services Master Plan.	The Project proposes a parking lot and trail head at the southeastern-most portion of the Project Site for access and use by visitors to the Sycamore Canyon Wilderness Park. The parking lot and trail head shall be required to be designed, constructed, and maintained to the standards and specifications of the City’s Park, Recreation, and Community Services Department, the <i>SCBPSP</i> , and the <i>Sycamore Canyon Wilderness Park Stephens’ Kangaroo Rat Management Plan and Updated Conceptual Development Plan</i> .	Consistent
Policy PR-2.3	Improve and create more connections and increase the safety of the bicycling, equestrian and pedestrian		

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	trail system within the City.		
Policy PR-2.4	Create a primary trail loop to connect signature parks, County and State open spaces and parks.		
Policy PR-2.6	Provide greater amenities and access points and trail hubs. Including identification and directional signs, marked parking stalls, water facilities for equestrians, cyclists and pedestrians, hitching posts, shade and trash receptacles. Additional amenities at trail hubs could include picnic tables and rest rooms.		
Public Facilities and Infrastructure Element			
Objective PF-1:	Provide superior water service to customers.		
Policy PF-1.1	Coordinate the demands of new development with the capacity of the water system.	A Water Supply Assessment (WSA) prepared for the Project by Western Municipal Water District, pursuant to SB 610 is included as Appendix K of this DEIR. The Project’s projected water demand is 100 acre-feet per year (AFY). Although this demand is almost double the planned development for	Consistent

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Policy PF-1.2	Support the efforts of the Riverside Public Utilities Department, Eastern Municipal Water District and Western Municipal Water District to work together for coordination of water services.	<p>the Project site estimated by Western's 2010 UWMP (47 AFY), it is consistent with the overall projected increase in commercial water demand within Western's Riverside Retail Area as set forth in the 2010 UWMP (WSA pp. 2, 55). Further, the proposed Project's water demand is accounted for in Western's 2015 UWMP.</p> <p>Under normal water year conditions, Western relies almost entirely on imported SWP and Colorado River water supplies (CRA) from Metropolitan. Water supplies from the SWP and CRA are increasingly constrained due to California's current drought situation and Metropolitan has developed a Water Supply Allocation Plan (WSAP) and Water Surplus and Demand Management Plan (WSDM) to provide guidance on managing regional water supply actions. When the WSAP is in effect Metropolitan member agencies, including Western, do not lose their ability to receive imported water but instead are limited in the amounts that they can purchase without being assessed a surcharge (WSA, p. 14). Nevertheless, Western updated its Drought Allocation Plan (DAP) in 2015 to prepare for the possibility of Metropolitan water allocations being cut.</p>	
Policy PF-1.3	Continue to require that new development fund fair-share costs associated with the provision of water service.	Metropolitan's 2010 RUWMP evaluated short, intermediate, and long-term water supply availability and reliability and concluded that Metropolitan has supply capabilities to meet expected demands from 2015 through 2035 under single dry-year and multiple dry-year conditions (WSA, p. 19). Additionally, Metropolitan has comprehensive plans to address up to a 50 percent reduction in its water supplies and is continuing to develop a diversified resource mix to meet the water supply needs of its member agencies.	
Policy PF-1.4	Ensure the provision of water services consistent with the growth planned for the General Plan area, including the Sphere of Influence, working with other providers.	Because Metropolitan's Condition 3 water supply allocation and Western's water use reductions represent a more severe shortage condition than what occurred during the single-year or multiple-dry year scenarios	
Policy PF-1.5	Implement water conservation programs aimed at reducing demands from new and existing development.		

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		<p>identified by Metropolitan’s 2010 RUWMP, modeling potential cutbacks under Metropolitan’s WSAP allows this WSA to analyze water supply sufficiency under more severe shortage conditions than under the SB 610 single-year and multiple-dry year scenarios and thus provides a more conservative approach to the proposed Project. In addition to existing and planned future uses under modeled conditions of 10-20 percent reductions in imported supply, the Project’s WSA also demonstrates that Western has adequate supplies under the single-year and multiple-dry year scenario standards of SB 610 (WSA, p. 48).</p> <p>Because Western concluded that its total projected water supplies during normal, single-dry, and multiple-dry years throughout the next 20 year horizon are sufficient to meet the projected water demands of the proposed Project in addition to Western’s existing and planned future uses, no new water supplies or entitlements are needed to serve the proposed Project. Impacts are less than significant.</p>	
Objective PF-2:	Find new and expanded uses for recycled wastewater.		
Policy PF-2.1	Expand the use of reclaimed water for irrigation and other applications.	The Project landscaping will be required to comply with the City’s new Water Efficient Landscape Ordinance (WELO) adopted December 1, 2015 and modeled after the State’s WELO.	Consistent
Objective PF-3:	Maintain sufficient levels of wastewater service throughout the community.		
Policy PF-3.1	Coordinate the demands of new development with the capacity of the wastewater system.	The City’s Public Works Department provides for the collection, treatment, and disposal of all wastewater generated within the City through its Riverside Water Quality Control Plant (RWQCP), and complies with state and federal requirements governing the treatment and discharge of	Consistent

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Policy PF-3.2	Continue to require that new development fund fair-share costs associated with the provision of wastewater service.	<p>wastewater. Primary, secondary and tertiary treatment of wastewater from the Jurupa, Rubidoux and Edgemont Community Services Districts is also provided by the RWQCP. (GP 2025 FPEIR, p. 5.16-11)</p> <p>The City's wastewater collection system includes over 776 miles of gravity sewers ranging in size from 6-inch to 54-inch diameter pipelines. The system also includes 18 wastewater pump stations. Most of the wastewater lift stations are designed for flows of 100 to 400 gallons per minutes (GPM). There are two large lift stations with design capacities in excess of 2,000 GPM. The Public Works Department installs and maintains the wastewater system.</p> <p>According to Riverside Public Utilities' 2015 UWMP, the RWQCP has recently been expanded to have a capacity of 46 million gallons per day (MGD) (RPU, p. 7-7). The RWQCP expansion included the incorporation of various new technologies designed to produce high-quality effluent water that can be reused throughout the region. The RWQCP currently discharges tertiary-treated effluent to the Santa Ana River and delivers recycled water to irrigation customers.</p>	
Objective PF-4:	Provide sufficient levels of storm drainage service to protect the community from flood hazards and minimize the discharge of materials into the storm drain system that are toxic of which would obstruct flows.		
Policy PF-4.2	Continue to cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.	Construction of the proposed Project has the potential to result in discharges from soil disturbance. However, the Project would be required to comply with the NPDES Statewide General Construction Permit (Order No. 09-09-DWQ). The permit requires preparation of an effective Storm Water Pollution Prevention Plan (SWPPP), which describes erosion and sediment control BMPs to prevent stormwater pollution during construction. The SWPPP must be prepared by a Qualified SWPPP Developer and implemented onsite by a Qualified SWPPP Practitioner.	Consistent

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	Through compliance with the regulatory requirements of the NPDES Statewide General Construction Permit and on-site drainage facilities, the Project is not expected to violate any water quality standards or waste discharge requirements during construction.	
Objective PF-6:	Provide affordable, reliable and, to the extent practical, environmentally sensitive energy resources to residents and businesses.	
Policy PF-6.3	Promote and encourage energy conservation.	Consistent
Policy PF-6.4	Encourage energy-efficient development through its site plan and building design standard guidelines.	
Policy PF-6.5	Promote green building design.	
	<p>Although the Project will not result in the wasteful or inefficient use of energy, it may participate in the following Commercial Rebate Programs the City offers as is appropriate to conserve energy. These programs include:</p> <ol style="list-style-type: none"> 1. <u>Air Conditioning Incentives</u> – rebates for replacement of energy efficient AC units. 2. <u>Energy Star Appliances</u> – rebates for purchase of Energy Star rated refrigerators, dishwashers, commercial clothes washers, solid door refrigerator/freezers, ceiling fans and televisions. 3. <u>Lighting Incentive</u> – rebates for kWh savings on installation of more energy efficient lighting and controls. 4. <u>Tree Power</u> – rebates for purchase and planting of up to 5 qualifying shade trees per year. 5. <u>Weatherization</u> – rebates for installation of insulation, window film and cool roofs. 6. <u>Performance Based Incentive</u> – rebates for customers who can demonstrate a kWh savings based on custom energy-efficiency measures. 7. <u>Commercial Food Service Program</u> – This program is specifically targeted to commercial food service customers such as restaurants, 	

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		<p>hospitality providers, institutional, medical/hospital customers, schools and government customers. The program is offered in conjunction with Southern California Gas Company and provides customers with a comprehensive facility audit offering recommendations on specific energy efficiency measures, estimated return on investment and applicable utility incentives.</p> <p>8. <u>Key Account Energy Efficiency Program (KEEP)</u> – This program is targeted to RPU’s largest Time of Use Customers. This customer segment includes the top 300 RPU customers in terms of consumption. KEEP is intended to provide these Key Account customers with a comprehensive energy efficiency plan including a priority list of recommended energy efficiency measures along with an estimated return on investment and applicable utility incentives. RPU is also working with Southern California Gas Company on this program. Customers are also offered additional technical and contracting assistance to bring large energy efficiency projects from concept to completion.</p> <p>9. <u>Custom Energy Technology Grants</u> – Grants are awarded for research, development, and demonstration of energy efficiency and renewable energy projects that are unique to the business or manufacturing process and can demonstrate energy savings, demand reduction or renewable power generation.</p> <p>10. <u>Energy Innovation Grants</u> – Grants are available to public or private universities within RPU’s service territory for the purpose of research, development and demonstration of energy efficiency, renewable energy, energy storage, strategic energy research and electric transportation.</p> <p>11. <u>Upstream HVAC Rebate Program</u> – This program offers a rebate incentive for commercial high efficiency HVAC equipment purchases</p>

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		<p>that exceed Title 24 requirements. The incentive is provided upstream at the wholesale distribution channel level, thereby encouraging distributors to stock and sell more efficient HVAC equipment.</p> <p>12. <u>Energy Management Systems</u> – rebates for the purchase and installation of energy management systems for monitoring and controlling facility energy load.</p> <p>13. <u>New Construction and LEED construction Incentives</u> – rebates for energy savings exceeding Title 24 standards for new construction projects pre-approved by Riverside Public Utilities.</p> <p>14. <u>Pool and Spa Pumps Incentive</u> – rebates for purchase of qualifying multi-flow or variable speed high-efficiency pumps and motors.</p> <p>15. <u>Premium Motor Incentives</u> – rebates for the purchase of premium high efficiency electric motors.</p> <p>16. <u>Thermal Energy Storage Incentive</u> – feasibility study and incentives available for use of thermal energy storage based on program guidelines.</p> <p>17. <u>Ice Energy Thermal Energy Storage Pilot Program</u> – This is a combined thermal energy storage program and energy efficiency program. Public Benefit Funds will be used to replace old HVAC equipment with new energy efficient equipment installed concurrently with Ice Bear thermal energy storage equipment.</p> <p>18. <u>Solar Rebate Program (SB 1)</u> – RPU continues to promote residential and commercial participation in its solar rebate program to reduce peak load and offset customer electricity bills. In support of Senate Bill 1 (SB1) RPU has allocated rebates funds for solar annually through December 31, 2016 for customer installed systems.</p>

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Noise Element			
Objective N-1:	Minimize noise levels from point sources throughout the community and, wherever possible, mitigate the effects of noise to provide a safe and healthful environment.		
Policy N-1.1	Continue to enforce noise abatement and control measures particularly within residential neighborhoods.	The enforcement of noise abatement and control is a municipal responsibility. However, in addition to adherence to the construction hours identified in the Municipal Code, the Project shall implement the MM NOI 1 through MM NOI 12 to reduce noise impacts during construction. Mitigation measures MM AQ 14 , and MM NOI 13 through MM NOI 16 shall be implemented to reduce operational noise impacts.	Consistent.
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.	<p>With implementation of mitigation measure MM AES 1, the Project will construct an 8-foot high concrete masonry wall at the northern boundary and that portion of the western boundary of the Project site adjacent to residential uses to provide separation between the Project site and the adjacent residences to the north and west.</p> <p>Due to the proximity of the homes north of the Project site, the Project proposes 64-feet of landscaping along the northern boundary. Building 2 does not propose any dock doors or parking on the north side of the building, so as to locate those activities away from the Sycamore Highlands neighborhood. All of docks and truck parking associated with Building 2 are located south of the building. Vehicular parking is located on the east and west of Building 2. The proposed Project will be designed to allow for right-in, right-out at all Project driveways in order to limit the amount of vehicles (both cars and trucks) from using Dan Kipper Drive.</p> <p>With regard to construction, any on-site rock crushing shall take place at the southeastern corner of the Project site and no blasting shall occur per</p>	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies	Relationship of the Project to the Policy	Consistency Level
Only those objectives and policies pertinent to this Project are reviewed for consistency in this table.		
Policy N-1.3	<p>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.</p>	<p>MM NOI 12.</p> <p>Enforcement of the noise control code is a municipal responsibility. However, even with implementation of feasible mitigation measures MM NOI 1 through MM NOI 12, which will reduce construction noise by approximately 10 dBA, Project-related construction activities will result in temporary and periodic exposure of persons to and generation of noise levels in excess of standards established in the Riverside Municipal Code.</p> <p>Unmitigated operational noise will not exceed the daytime noise standard of 55 dBA L_{eq}. However, it will exceed the nighttime noise standard of 45 dBA L_{eq} along the western project boundary and at certain residential units adjacent to the northwest corner of the Project site. Implementation of MM NOI 13 through MM NOI 16 will reduce operational noise impacts; however, because the noise barrier outlined in MM NOI 16 would be on private properties, the Project proponent does not have control over construction of the noise barrier. For this reason, impacts are significant even with incorporation of feasible mitigation.</p>
Policy N-1.4	<p>Incorporate noise considerations into the site plan review process, particularly with regard to</p>	<p>As discussed above under Policy N-1.2, Building 2 does not propose any dock doors or parking on the north side of the building, so as to locate those activities away from the Sycamore Highlands neighborhood. As shown on Figure 3-10 – Site Plan, all docks and trailer parking associated</p>

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	parking and loading areas, ingress/egress points and refuse collection areas.	with Building 2 are located south of the building. Vehicular parking is located on the east and west of Building 2. The proposed Project will be designed to allow for right-in, right-out at all Project driveways in order to limit the amount of vehicles (both cars and trucks) from using Dan Kipper Drive.	
Policy N-1-5	Avoid locating noise-sensitive land uses in existing and anticipated noise-impacted areas.	The proposed Project is not a noise-sensitive land use and is consistent with surrounding logistics/distribution noise sources that primarily affect the Project.	Consistent
Policy N-1.8	Continue to consider noise concerns in evaluating all proposed development decisions and roadway projects.	<p>A noise impact analysis was prepared and is included in Appendix I of this DEIR. The noise impact analysis and DEIR Section 5.12 – Noise provides the information needed by City decisions makers to consider noise concerns in evaluating the proposed Project.</p> <p>The Project shall implement mitigation measures MM NOI 1 through MM NOI 12 to reduce noise impacts during construction and adhere to the construction hours identified in the Municipal Code. The Project shall also implement mitigation measures MM AQ 14 (which requires electrical hook-ups for use by transport refrigeration units (TRUs) and MM HAZ 3 (which requires deed notice and disclosure of an airport in vicinity of the Project site). MM NOI 13 through MM NOI 16 shall be implemented to reduce operational noise impacts. The Project includes noise-reducing design features to minimize noise impacts from construction, operation, and Project-related traffic.</p>	Consistent
Objective N-2:	Minimize the adverse effects of airport related noise through proper land use planning.		
Policy N-2.1	Ensure that new	This policy is a municipal responsibility. Nonetheless, the noise/land use	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	development can be made compatible with the noise environment by using noise/land use compatibility standards (Figure 5.12-2, Noise/Land Use Compatibility Criteria) and the airport noise contour maps (found in the Riverside County Airport Land Use Compatibility Plans) as guides to future planning and development decisions.	<p>compatibility standards in GP 2025 Figure 5.12-2, Noise Land/Use Compatibility Criteria, indicate that industrial uses are normally acceptable in areas where the CNEL is up to 70 dBA. As indicated in Table 5.12-J – Pre- and Post-Project Noise Levels (in CNEL), the pre-Project CNEL is 60 dBA at the northeastern corner of the Project site and 52 CNEL at the northwestern corner of the Project site. Thus, the Project is consistent with the GP 2025 Noise/Land Use Compatibility Criteria.</p> <p>With regard to airport noise, the Project is located within Zones C1 and D of the March Air Reserve Base / Inland Import Airport Land Use Compatibility Plan (see Figure 5.8-1b – Site Plan with MARB/IPA Land Use Compatibility Zones). The Riverside County Airport Land Use Commission (ALUC) determined the proposed Project is consistent with the March Air Reserve Base / Inland Import Airport Land Use Compatibility Plan on December 10, 2015.</p>	
Policy N-2.5	Utilize the Airport Protection Overlay Zone, as appropriate, to advise landowners of special noise considerations associated with their development.	As part of ALUC’s determination that the proposed Project is consistent with the March Air Reserve Base / Inland Import Airport Land Use Compatibility Plan, a deed notice and disclosure shall be provided to all potential purchasers of the Project site property and tenants of the building in the form set forth in mitigation measure MM HAZ 3 .	Consistent
Objective N-4:	Minimize ground transportation-related noise impacts.		
Policy N-4.1	Ensure the noise impacts generated by vehicular sources are minimized through the use of noise reduction features (e.g.,	This policy is a municipal responsibility. Nonetheless, the only roadway segment that will experience a substantial noise increase as a result of Project-related traffic is Dan Kipper Drive west of Sycamore Canyon Boulevard. However, this impact is not considered significant because there are no sensitive receptors adjacent to this street segment.	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	earthen berms, landscaped walls, lowered streets, improved technology).		
Historic Preservation Element			
Objective HP-1:	To use historic preservation principles as an equal component in the planning and development process.		
Policy HP-1.1	The City shall promote the preservation of cultural resources to ensure that citizens of Riverside have the opportunity to understand and appreciate the City's unique heritage.	See Section 5.5.5 Environmental Impacts Threshold B of the Cultural Section for a thorough discussion of the significance of the three known resources in terms for Federal, State and Local guidelines. The cultural resources assessment of the Project site area identified three prehistoric bedrock milling sites (CA-RIV-8750, -8751, and -8752) that will be impacted by the implementation of the proposed Project because they are located within the proposed Project footprint. As discussed in the DEIR (Section 5.5 – Cultural Resources), these archaeological sites were previously determined ineligible for listing on the National Register of Historic Places, California Register of Historical Resources, or City of Riverside Designated Cultural Resource in the 2007 report. A reevaluation of the significance of the resources by Applied Earthworks in 2015, and the discussion above, confirms earlier recommendations and suggests that none of the sites are historic properties as defined by the NHPA and/or historical resources under CEQA.	Consistent
Policy HP-1.3	The City shall protect sites of archaeological and paleontological significance and ensure compliance with all applicable state and federal cultural resources protection and management laws in its planning and project review process.		
Policy HP-1.4	The City shall protect natural resources such as geological features,		

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	heritage trees, and landscapes in the planning and development review process and in park and open space planning.		
Objective HP-2:	To continue an active program to identify, interpret and designate the City's cultural resources.		
Policy HP-2.3	The City shall provide information to citizens, and the building community about what to do upon the discovery of archaeological resources and burial sites, as well as, the treatment, preservation, and repatriation of such resources.	As noted in the Cultural Section, the proposed mitigation measures and condition advise the developer and citizens what to do upon the discovery of archaeological resources and burial sites, as well as, the treatment, preservation, and repatriation of such resources.	Consistent
Objective HP-4:	To fully integrate the consideration of cultural resources as a major aspect of the City's planning, permitting and development activities.		
Policy HP-4.3	The City shall work with the appropriate tribe to identify and address, in a culturally appropriate manner, cultural resources and tribal sacred sites through the development review	Pursuant to AB 52 and SB 18 consultation, requests began (via e-mail and letters) in August 2015 and were concluded July 15, 2016 (see AB 52/SB 18 Log Appendix D.3). Only three Tribes requested actual consultation, the Morongo Band of Mission Indians, the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians. Through on-site field visits and review of the Cultural Study, with the Confidential Information included, a set of mitigation measures were designed to preserve and relocate the known tribal cultural resources and if other resources are	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	process.	found to review any new impacts and/or potential avoidance/preservation techniques that can be employed for these resources. As noted in the AB 52/SB 18 Log (Appendix D.3) other tribes did request tribal monitors on-site during ground disturbance.	
Air Quality Element			
Objective AQ-1:	Adopt land use policies that site polluting facilities away from sensitive receptors and vice versa; improve job-housing balance; reduce vehicle miles traveled and length of work trips; and improve the flow of traffic.		
Policy AQ-1.1	Ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status or geographic location, from the health effects of air pollution.	<p>This is a municipal measure that is not directly applicable to the proposed Project. Nevertheless, the Project site is designated for Light Industrial in the City's 2025 General Plan. The currently proposed Project involves construction and operation of two logistics center buildings at the Project site, which is consistent with the site's land use designation.</p> <p>Further, as discussed in Section 5.3.14, neither the short-term nor long-term Project-related emissions will exceed the localized significance thresholds for air quality impacts to sensitive receptors for NO_x, CO, PM-10, or PM-2.5. The Project will not expose workers or residents in the immediate Project vicinity to cancer or non-cancer risks in excess of SCAQMD thresholds.</p>	Consistent
Policy AQ-1.2	Consider potential environmental justice issues in reviewing impacts (including cumulative impacts for each project proposed).	<p>This is a municipal measure that is not directly applicable to the proposed Project. The proposed Project is consistent with the approved land use in the SCBPSP and will not result in significant localized air quality or health impacts.</p> <p>The cumulative impact analysis in Section 6.1 of this DEIR considers cumulative impacts from this Project and other proposed developments in</p>	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies	Relationship of the Project to the Policy		Consistency Level
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		the Project vicinity on air quality in the Basin. The Project’s long-term operational emissions will exceed the SCAQMD regional threshold for NO _x . Because SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same, this Project will have a cumulatively considerable long-term air quality impact.	
Policy AQ-1.3	Separate, buffer and protect sensitive receptors from significant sources of pollution to the greatest extent possible.	<p>This is a municipal measure that is not directly applicable to the Project. The proposed logistics center use at the Project site is consistent with the site’s Industrial land use designation in the <i>SCBPSP</i>. Building 2 is located approximately 100 feet south of the residential lots to the north of the Project site, including a total of 70 feet of landscaping and a 30-foot wide drive aisle. Additionally, there are no dock doors along the walls facing any of the residences.</p> <p>As described in Section 5.3.11, the Project will also incorporate several sustainability design features to improve water and energy efficiency, encourage renewable energy use, and reduce impacts related to transportation and motor vehicles as well as to reduce solid waste generation. Many of these design features are also included as mitigation measures MM AQ 1 through MM AQ 19.</p>	Consistent
Policy AQ-1.4	Facilitate communication between residents and businesses on nuisance issues related to air quality.	This is a municipal measure that is not directly applicable to the Project. The Project will comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants in such quantities that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public.	Consistent
Policy AQ-1.21	Cooperate and participate in regional air quality management plans,	This is a municipal measure that is not directly applicable to the Project. However, the Project site is within the South Coast Air Basin, which is covered by the SCAQMD Air Quality Management Plan (AQMP). As	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	programs and enforcement measures.	discussed in Section 5.3 – Air Quality, the proposed Project is consistent with the population and land use projections contained in the AQMP and will not negatively affect its implementation. Additionally, construction and operation of the proposed Project will comply with all applicable SCAQMD policies and rules to reduce air pollution.	
Policy AQ-1.22	Implement the required components of the Congestion Management Plan (CMP) and continue to work with Riverside County Transportation Commission on annual updates to the CMP.	<p>The segments of Alessandro Boulevard from the intersection of Central Avenue/Arlington Avenue/Chicago Avenue to I-215 and the I-215 are the only roadways in close proximity to the Project site listed as part of the CMP System of Highways and Roadways. No Project traffic is projected to use Alessandro Boulevard.</p> <p>The proposed Project will not contribute to exceedances that go beyond an unacceptable level, or which will result in a change in LOS from an acceptable level to an unacceptable level and so the Project will have a less than significant impact to the applicable Riverside County CMP.</p>	Consistent
Objective AQ-2:	Reduce air pollution by reducing emissions from mobile sources.		
Policy AQ-2.2	Support programs and educate employers about employee rideshare and transit incentives for employers with more than 250 employees at a single location.	This is a municipal measure that is not directly applicable to the proposed Project. Because the actual tenants of the buildings are unknown at this time, the actual number of employees is also currently unknown. Nevertheless, pursuant to mitigation measure MM AQ 16 , the building operator shall support and encourage ridesharing and transit for the construction crew and regular employees by providing information on ridesharing and transit opportunities.	Consistent
Policy AQ-2.6	Develop trip reduction plans that promote alternative work schedules,	Pursuant to mitigation measure MM AQ 16 , the Building Operator shall support and encourage ridesharing and transit for the construction crew and regular employees by providing information on ridesharing and transit	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	ridesharing, telecommuting and work-at-home programs, employee education and preferential parking.	opportunities. Additionally, as required by the Cal Green Building Code, ten parking spaces shall be provided at the Project site for a combination of low-emitting, fuel-efficient, and carpool/vanpool spaces to encourage use of these transportation methods.	
Policy AQ-2.11	Develop ways to incorporate the “Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities” into the Development Review process and Citywide air quality education programs.	<p>Building 2 does not propose any dock doors or parking on the north side of the building, so as to locate those activities away from the Sycamore Highlands neighborhood and to minimize impacts to these neighbors.</p> <p>Operational NO_x emissions are anticipated to exceed the SCAQMD regional significance threshold and so a health risk assessment was performed to quantify cancer and non-cancer risks to workers and residents in the immediate Project vicinity. These risks are predicted to be less than the thresholds set by SCAQMD; however, the City will be required to adopt a Statement of Overriding Considerations for the proposed Project.</p> <p>Pursuant to SCAQMD regulations truck idling will be limited to five minutes at the Project site, consistent with Goal 4 of the Good Neighbor Guidelines.</p> <p>Consistency with the “Good Neighbor Guidelines” is discussed in detail below in Table 5.10-B.</p>	Consistent
Objective AQ-3:	Prevent and reduce pollution from stationary sources, including point sources (such as power plants and refinery boilers) and area sources (including small emission sources such as residential water heaters and architectural coatings).		
Policy AQ-3.1	Support the use of centrally heated and/or air	For future office improvement, refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	conditioned facilities to utilize automated time clocks or occupant sensors to control heating and air conditioning.	contribute to ozone depletion and global warming (as required by mitigation measure MM AQ 5) and designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHREA) standards and/or per the California Title 24 requirements.	
Policy AQ-3.6	Support “green” building codes that require air conditioning/filtration installation, upgrades or improvements for all buildings, but particularly for those associated with sensitive receptors.	The proposed Project will be designed consistent to the CalGreen Building Code and will also incorporate LEED features for potential certification. For future office improvements, HVAC equipment will be selected to minimize or eliminate ozone-depleting emissions and be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHREA) standards and/or per the California Title 24 requirements pursuant to MM AQ 5 .	Consistent
Policy AQ-3.7	Require use of pollution control measures for stationary and area sources through the use of best available control activities, fuel/material substitution, cleaner fuel alternatives, product reformulation, change in work practices and of control measures identified in the latest AQMP.	The Project will implement a variety of control measures to reduce potential impacts to air quality including, but not limited to: <ul style="list-style-type: none"> Implement mitigation measure MM AQ 23 to promote use of alternative fuels, building occupants shall be provided information related to SCAQMD’s Carl Moyer Program, or other such truck retrofit programs; Limit truck idling at the site to no more than five minutes pursuant to Title 13 of the California Code of Regulations, Section 2485; Use electric or compressed natural gas-powered service equipment; and Water three times daily to reduce fugitive dust. 	Consistent
Objective AQ-4:	Reduce particulate matter, as defined by the Environmental Protection Agency (EPA), as either airborne		

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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	photochemical precipitates or windborne dust.		
Policy AQ-4.2:	Reduce particulate matter from agriculture (e.g., require use of clean non-diesel equipment and particulate traps), construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way and off-road vehicles to the extent possible.	<p>Tier 3 grading equipment will be used during Project grading to reduce NO_x and diesel particulate matter impacts to nearby receptors pursuant to mitigation measure MM AQ 17. The site will also be watered three times daily pursuant to SCAQMD Rule 403 to achieve 61 percent control efficiency for PM-10 and PM-2.5 emissions. The Project will also comply with SCAQMD Rule 1186 for reduction in particulate matter generated as a result of vehicular traffic on paved and unpaved public roads.</p> <p>Consistency with the City's Good Neighbor Guidelines (as discussed in Table 5.10-b, below) will also contribute to a reduction in particulate matter.</p>	Consistent
Policy AQ-4.3	Support the reduction of all particulates potential sources.	<p>Sources contributing to particulate matter pollution include road dust, windblown dust, agriculture, construction, fireplaces and wood burning stoves, and vehicle dust. The greatest sources of particulate matter associated with the proposed Project include road and windblown dust during construction. Compliance with SCAQMD Rule 403 will reduce dust during Project construction by requiring watering of the site three times daily. Due to the Project size, it will also submit a Large Operation Notification to the SCAQMD prior to commencing construction. Other sources of particulate matter include organic carbon particles from paints, degreasers, and vehicles. Tier 3 grading equipment will be used to reduce particulates. Additionally, compliance with SCAQMD Rule 1186 will also reduce particulate matter entrained in the air as a result of vehicular traffic on paved and unpaved roads.</p> <p>Diesel particulate matter at the site will be reduced in part through use of</p>	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
Only those objectives and policies pertinent to this Project are reviewed for consistency in this table.			
		electric yard trucks instead of diesel trucks to move trailers in and around the loading areas pursuant to mitigation measure MM AQ 24 . Additionally, electrical hookups will be installed at all loading docks to allow transport refrigeration units with electric standby capabilities to plug in when TRUs are in use pursuant to mitigation measure MM AQ 14 .	
Policy AQ-4.4	Support programs that reduce emissions from building materials and methods that generate excessive pollutants through incentives and/or regulations.	Pursuant to mitigation measure MM AQ 19 , “green” building materials shall be used where feasible These materials are resource efficient and recycled and manufactured in an environmentally friendly way. Verification of the feasibility or infeasibility of securing these materials shall be submitted to the City prior to issuance of a building permit.	Consistent
Policy AQ-4.5	Require the suspension of all grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.	The proposed Project will comply with SCAQMD Rule 403, which requires grading and excavation activities to cease when winds exceed 25 mph.	Consistent
Objective AQ-5:	Increase energy efficiency and conservation in an effort to reduce air pollution.		
Policy AQ-5.1	Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	Interior and exterior waste storage areas shall be provided for recyclables and green waste at the Project site and the property operator will also provide available information provided by the City for employee education about reducing waste and available recycling services pursuant to mitigation measure MM AQ 10 .	Consistent

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
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Policy AQ-5.3	Continue and expand use of renewable energy resources such as wind, solar, water, landfill gas, and geothermal sources.	This is a municipal measure that is not directly applicable to the Project. The Project will be built with “solar ready” roofs that will structurally accommodate later installation of rooftop solar panels. Other sources of renewable energy are not feasible at the Project site pursuant to mitigation measure MM AQ 7 .	Consistent
Policy AQ-5.4	Continue and expand the creation of locally-based solar photovoltaic power stations in Riverside.	This is a municipal measure that is not directly applicable to the Project. Nevertheless, the Project will be built with “solar ready” roofs that will structurally accommodate later installation of rooftop solar panels pursuant to mitigation measure MM AQ 7 .	Consistent

**Project Consistency with City of Riverside Good Neighbor Guidelines
for Siting New and/or Modified Warehouse Distribution Facilities**

Applicable City of Riverside Good Neighbor Goals and Policies		Relationship of the Project to the Policy	Consistency Level
The Good Neighbor Guidelines are designed to apply to warehouse/distribution centers used for the storage, receiving, shipping, or wholesaling of goods and merchandise, and any incidental or accessory activities that are greater than 400,000 square feet in size. This shall be cumulative to include multiple warehouse buildings exceeding a total combined building area of 400,000 square feet including phased projects.			
Goal 1	Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center		
1a	Design facilities to allow for the queuing of trucks on-site and away from sensitive receptors. Conversely, prevent the queuing of trucks on streets or elsewhere outside of facility in compliance with Title 10 – Vehicles and Traffic – Chapter 10.44 – Stopping, Standing and Parking –now known as 10.52 – STOPPING, STANDING OR PARKING ON STREETS; RESTRICTIONS.	<p>The DEIR evaluates the Project assuming 24-hour a day, seven day a week operations. This means trucks arriving at the Project site would be able to enter and not have to wait for the operator to open the gates. Because the Project operator is unknown at this time and it has been noted that similar logistics uses in the City have resulted in trucks queuing on public streets.</p> <p>If the Project was not a 24/7 operation, the potential for truck queuing on public streets is the highest in the morning when it is expected that multiple trucks arrive at the Project site prior to the gates opening. In this case, it can be assumed that the trucks would queue as trucks that arrived earlier make their way into their respective driveways (WEBB, p. 6-11). According to Table 5.16-F – Project Trip Generation, 21 trucks are expected to arrive during the AM peak hours for Building 1 and nine trucks are expected to arrive during the AM peak hours for Building 2. The queuing capacity for Building 1 is approximately 32 to 35 trailer trucks, which is greater than the anticipated number of trucks expected to arrive at Building 1 during AM Peak Hours (21). Therefore, the queuing capacity of Building 1 will not be exceeded shown on Figures 5.16-10 – Site Queuing Analysis with 53’ Trailer Trucks and 5.16-11 – Site Queuing Analysis with 48’ Trailer Trucks.</p> <p>The queuing capacity for Building 2 is approximately five to six trailer trucks, which is less than the anticipated number of trucks expected to arrive at Building</p>	Consistent

Applicable City of Riverside Good Neighbor Goals and Policies	Relationship of the Project to the Policy	Consistency Level
	<p>2 during AM Peak Hours (9 trailer trucks). Although it is possible that during the AM Peak Hours the queuing capacity for Building 2 will be exceeded by three to four trailer trucks, this should not result in trucks queuing or parking on the residential streets in proximity to the Project site because there is designated commercial vehicle parking on Sycamore Canyon Boulevard and portions of Box Springs Boulevard. Per Riverside Municipal Code 10.52.155(a), it is unlawful to park commercial vehicles (with a gross vehicle weight of 10,000 pounds or more) and all commercial trailers or semi-trailers on any public street, highway, road or alley within the City except in specific locations designated by the City Traffic Engineer and identified by signs indicating commercial vehicle parking is allowed. There are only six streets in the City where commercial vehicle, commercial trailers, and semi-trailers may be parked: Atlanta Avenue, Box Springs Boulevard, Marlborough Avenue, Northgate Street, Palmyrita Avenue, and Sycamore Canyon Boulevard (https://www.riversideca.gov/parking/pdf/boxspringtruckparking.pdf and http://www.riversideca.gov/parking/pdf/commercialParking.pdf). Parking on Lance Drive and Sierra Ridge Drive is not permitted.</p> <p>Because the Project is expected to be a 24/7 operation and there are designated commercial vehicle parking areas in proximity to the Project site, traffic and neighborhood compatibility issues resulting from the three or four trucks that may have to queue are not anticipated.</p>	
1b	<p>To the extent possible, locate driveways, loading docks and internal circulation routes away from residential uses or any other sensitive receptors.</p> <p>The Project has been designed such that no parking is provided along the northern side of Building 2, nearest the residential uses. Building 2 has also been designed to have no cross dock facilities. Site access will be taken via Lance Drive to the east of the Project site and Sierra Ridge Drive to the south of the Project site, with limited access from Dan Kipper Drive (exit only), north of the Project site. Thus, access will be located away from residential uses. All driveways exiting the site will be limited to right turn only movements to avoid traffic headed east on Dan Kipper Drive, closest to the residential uses.</p>	Consistent
1c	In compliance with California	Consistent

Applicable City of Riverside Good Neighbor Goals and Policies	Relationship of the Project to the Policy	Consistency Level
<p>Environmental Quality Act, conduct South Coast Air Quality Management District (SCAQMD) URBEMIS and EMFAC computer models, as appropriate, to initially evaluate warehouse and distribution projects on a case by case basis to determine the significance of air quality impacts and whether air quality thresholds would be exceeded as a result of a project. Where thresholds are exceeded a more detailed air quality analysis/health risk assessment prepared by an air quality specialist is required to be prepared and submitted by the project applicant. As a general rule, the following guidelines can be used to determine whether a proposed project will be required to prepare additional technical analyses:</p> <p>i. i. An air quality study for an industrial project is required when the proposed project has the potential to exceed established thresholds as noted by URBEMIS and EMFAC computer models provided by SCAQMD. If these models</p>	<p>tools. As noted in Section 5.3 – Air Quality, the analysis is based, in part, on the Sycamore Canyon Business Park Warehouse CalEEMod Emissions Estimates, <i>Localized Significance Thresholds</i> (LST) Analysis, and Screening Health Risk Assessment (HRA) (the AQ Report). The AQ Report, which is included as Appendix B to the DEIR, evaluated whether the expected criteria air pollutant emissions that would be generated as a result of construction and long-term operations (i.e., vehicle emissions) of the proposed Project would cause significant impacts to air resources in the Project area. The AQ Report was prepared within the context of the California Environmental Quality Act (CEQA; California Public Resources Code Sections 21000 et seq.). The methodology follows the CEQA Air Quality Handbook (1993) prepared by the South Coast Air Quality Management District (SCAQMD) for quantification of emissions and evaluation of potential impacts to air resources. As recommended by SCAQMD and City staff, the California Emissions Estimator Model (CalEEMod™) version 2013.2.2 computer program was used to quantify Project-related emissions.</p> <p>A health risk assessment was performed for the residences to the north and northwest area of the Project site. The nearest residential property line is approximately 100 feet (30 meters) from the edge of the proposed buildings. Health risk calculations were performed using the Hotspots Analysis and Reporting Program Version 2 (HARP2) Risk Assessment Standalone Tool (RAST, version 16088). The ground-level concentration (GLC) input file format was calculated using the annual average and hourly maximum emission rates in units of grams per second (g/s) times the annual and hourly X/Q values predicted by AERSCREEN (version 15181). Risks associated with the volume source (i.e., active construction and operational area) were determined at the nearest receptor impact locations.</p> <p>With regard to cancer risks, As shown in Table 5.3-I – Construction Health Risk Assessment and Table 5.3-J – Operation Health Risk Assessment, the residential MICR is 8.3 in one million during Project construction and 5.3 in one million during Project operation. Thus, the Project will not expose residential uses</p>	

Applicable City of Riverside Good Neighbor Goals and Policies	Relationship of the Project to the Policy	Consistency Level
<p>indicate the project will exceed thresholds due to existing or proposed site conditions, intensity of development, location of nearest sensitive receptor, or any other exceptional circumstance warranting the need for additional review the preparation of an air quality study will be required.</p> <p>ii. A health risk assessment is required when the truck traffic areas of an industrial project are located within 1,000 feet of sensitive receptors, in accordance with SCAQMD guidelines and/or practices.</p>	<p>to cancer risks that exceed the SCAQMD threshold of 10 in one million. The maximum cancer risk to workers was also below the SCAQMD threshold of 10 in one million. Therefore, construction or operation of the proposed Project will not pose a significant cancer risk to residents or workers in the Project</p> <p>The health risk assessment determined that none of the cancer or non-cancer thresholds are exceeded as a result of Project construction or operation for workers or residents within the proposed Project vicinity.</p> <p>With regard to non-cancer risks, as shown in Tables 5.3-I and 5.3-J, the maximum chronic and acute non-cancer hazard indices from the construction and operation of the Project do not exceed the SCAQMD threshold of 1.0 for either residential or worker receptors. Specifically, during construction the resident HIC is 0.93 percent and the worker HIC is 2.5 percent. During operation, the resident HIC is reduced to 0.14 percent and the worker HIC is reduced to 0.38 percent. Additionally, the 24-hour PM-2.5 levels were well below the SCAQMD-established thresholds for exposure during construction and operation. Therefore, construction or operation of the proposed Project will not pose a significant non-cancer risk to residents or workers in the Project vicinity.</p>	
<p>1d</p> <p>Enforce compliance with Riverside Municipal Code Section 19.880 – “Transportation Demand Management Regulations”. This section of the Code requires trip reduction plans to be submitted for all businesses, including warehouses, with over one hundred employees to reduce work-related vehicle trips by six and one half percent from the number of trips</p>	<p>The project is required to comply with the City’s Zoning Code 19.880 – Transportation Demand Management Regulations (TDM). In addition, the Project will also: 1) Provide up to three electric vehicle charging facilities to encourage the use of low or zero-emission vehicles; 2) Provide bicycle parking per the Cal Green Code Standards including Short-term bicycle parking (5.710.6.2.1) and Long term bicycle parking (5.710.6.2.2); 3) Designate parking per (5.710.6.3) for 10 or more vehicular parking spaces; for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.2.2of Division 5.1; and 4) The Building Operator will support and encourage ridesharing and transit for the construction crew.</p>	<p>Consistent</p>

Applicable City of Riverside Good Neighbor Goals and Policies		Relationship of the Project to the Policy	Consistency Level
	related to the project.		
Goal 2	Eliminate diesel trucks from unnecessarily traversing through residential neighborhoods.		
2a	Require warehouse/distribution centers to establish a specific truck route between the warehouse/distribution center and the SR-60 and I-215 freeways for City approval as part of the Design Review process. In addition, a haul route plan for construction activities should also be provided as part of the Design Review process.	The Project site is accessed from Sycamore Canyon Blvd, a 4-lane divided major arterial. Further, the “urban intersect” as described in the Sycamore Canyon Business Park Specific plan at the Interstate 215 and Eastridge Avenue has since been constructed, allowing for a direct connection to Interstate 215. See Figures 5.16-5 Project Trip Distribution (Trucks – Outbound) and 5.16-6 Project Trip Distribution (Trucks – Inbound) .	Consistent
2b	Require warehouse/distribution centers to clearly specify all entrance and exit points on the site plan submitted for City review and approval.	The Project site plan has been prepared in accordance with the Citywide Design and Sign Guidelines (CDSG) which require entrances and exists to and from parking and loading facilities to be clearly marked with appropriate directional signage. In addition, all on-site driveways will limit egress from the site to right turns only so traffic cannot head east on Dan Kipper Drive.	Consistent
2c	Require warehouse/distribution centers to provide on-site signage for directional guidance to trucks entering and existing the facility	The Project will comply with the CDSG which requires industrial development to provide direction signage to loading and receiving areas, visitor parking, and other special areas.	Consistent
2d	Require warehouse/distribution centers to provide signage or flyers that advise truck drivers of the closest restaurants, fueling stations, truck repair facilities,	Mitigation Measure MM AQ 25 has been added to the Air Quality Section requiring both building operators to provide flyers that advise truck drivers of the closest restaurants, fueling stations, truck repair facilities, lodging and entertainment.	Consistent

Applicable City of Riverside Good Neighbor Goals and Policies		Relationship of the Project to the Policy	Consistency Level
	lodging and entertainment.		
Goal 3	Eliminate trucks from using residential areas and repairing vehicles on the streets		
3a	Enforce compliance with Riverside Municipal Code Section 10.44.155 – “Parking of certain commercial vehicles, trailers and semi-trailers prohibited; exceptions”.	City Municipal Code enforcing this policy is now codified as 10.52.155. Project is required to adhere to this code.	Consistent
3b	Enforce compliance with Riverside Municipal Code Section 10.44.160 – “Parking of certain commercial vehicles prohibited in residential districts”.	The City Municipal Code enforcing this policy is now codified as Section 10.52.160. The proposed Project is required to adhere to this code.	Consistent
3c	Enforce compliance with Section 10.44.040 Parking for certain purposes prohibited.	The section referenced is no longer applicable, because it has been superseded by City of Riverside Municipal Code Chapter 10.52 pertaining to stopping, standing, or parking on streets and restrictions. The Project will be required to adhere to these regulations.	Consistent
Goal 4	Reduce and/or eliminate diesel idling within the warehouse/distribution center.		
4a.	Reduce and/or eliminate diesel idling within the warehouse/distribution center.	As noted in the Project Description, one of the Sustainability features of this project is to limit idling time for commercial vehicles to no more than five minutes pursuant to Title 13 of the California Code of Regulations, Section 2485.	Consistent
4b.	Implement General Plan 2025 Program Final Program Environmental Impact Report, Mitigation Measure MM Air 12. This Mitigation Measure requires that all	As noted in the Project Description, one of the Sustainability features of this project is that Electrical Hook-up shall be provided at both buildings should refrigeration trucks be needed. However, since both buildings are being built as spec buildings MM AQ 14 has been added requiring electrical hook-up at the docks and staging areas so the buildings will be ready should the tenant need	Consistent

Applicable City of Riverside Good Neighbor Goals and Policies	Relationship of the Project to the Policy	Consistency Level
<p>new truck terminals, warehouses and other shipping facilities requiring the use of refrigerated trucks and with more than 50 truck trips per day shall provide electrical hookups for the refrigerated units to reduce idling and its associated air quality pollutants. Additionally, future tenant improvements involving conversion of a warehouse for refrigeration storage shall include electrical hookups for refrigerated units.</p>	<p>refrigerated trucks.</p>	
<p>4c. Require signage (posted inside and outside of the warehouse facility) to inform truck drivers of CARB regulations, idling limits, authorized truck routes, and designated truck parking locations. Post signs requesting truck drivers to turn off engines when not in use and restrict idling within facilities to less than 5 minutes.</p>	<p>The Project will comply with this requirement per Mitigation Measures found in Section 5.3 – Air Quality:</p> <ul style="list-style-type: none"> • MM AQ 13: Signage informing users of requirements limiting idling time to five minutes or less pursuant to Title 13 of the California Code of Regulations, Section 2485; • MM AQ 20: Requiring signage during construction notifying workers to minimize idling time to five minutes and another sign with the telephone number and person to contact at the lead agency regarding dust complaints; and, • MM AQ 22: Requires signage during Project operation informing truck drivers about the health effects of diesel, CARB diesel idling regulations, and the importance of being a good neighbor and not parking in residential areas. 	<p>Consistent</p>

Project Consistency with Sycamore Canyon Business Park Specific Plan Policies

Applicable Sycamore Canyon Business Park Specific Plan Policies and Objectives		Relationship of the Project to the Policy	Consistency Level
Development Plan Goal: A comprehensive plan and policies to encourage and facilitate high quality industrial development in the subject area.			
Objectives	Establishment of site design standards to assure quality development	<p>The Project has been designed to be consistent with the CDSG, which supplement the contents of the City's Zoning Code on matters of design and aesthetics (CDG, p. I-1). In particular, the CDSG address site design, parking and loading, architecture, landscaping, walls and fences, screening, lighting, and signs for industrial land uses and light industrial structures (CDG, p. V-1). The Project is also going through a design review process pursuant to Chapter 19.710 to ensure high quality development of the Project site consistent with the City's Zoning Code, the Trails Master Plan, the Park and Recreation Master Plan, the SCBPSP, and the <i>Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan</i>.</p> <p>Both proposed buildings will include a color palette largely consisting of grays, and accented use of white, brown, and blues. The Project's grading plan has been designed to minimize visibility of Building 1 and Building 2 from the adjacent neighborhood. Additionally, pursuant to mitigation measure MM AES 1, the City is requiring the developer to install an 8-foot tall decorative (on both sides) decorative block wall between their property and the residential properties to create a better visual appearance and cut down on noise attenuation. The Project's landscape plan is designed to provide visual appeal, functionality, and a buffer around the Project site as well as between the proposed buildings.</p> <p>As discussed in Section 5.1 – Aesthetics, the Project will have a less than significant impact on the visual character of the area with incorporation of mitigation measures MM AES 1 through MM AES 11 and compliance with all applicable City codes and guidelines to ensure quality development at</p>	Consistent

Applicable Sycamore Canyon Business Park Specific Plan Policies and Objectives		Relationship of the Project to the Policy	Consistency Level
		the Project site.	
	Recognition of AICUZ impact and topographic features as development constraints	<p>The Project site is located approximately 3 miles northwest of the March Air Reserve Base (MARB) and is located within MARB's airport influence area boundary. Specifically, approximately 46 acres of the Project site, consisting of Building 1, is located within Zone C1; while a small portion of Building 1 and the entirety of Building 2, approximately 28 acres, is located within Zone D of the LUCP, as reflected on Figure 5.8-1b. Consistency with MARB's airport influence area is discussed in Table 5.8-A – MARB/IPA Compatibility Criteria for Zones C1 and D. The proposed Project was determined to be consistent with the MARB Land Use Compatibility Plan on December 10, 2015.</p> <p>As described in Section 5.8 – Hazards and Hazardous Materials, the Project will incorporate various risk-reduction design measures due to the Project site's vicinity to MARB. Additionally, with incorporation of mitigation measures MM HAZ 1 through MM HAZ 4, impacts were found to be less than significant.</p>	Consistent
	Preservation of Sycamore Canyon as a unique natural resource with City-wide open space value	<p>The Project is adjacent to the Sycamore Canyon Wilderness Park, identified in the MSHCP as Existing Core D. To minimize edge effects, MSHCP Section 6.1.4 identifies guidelines applicable to projects adjacent to Conservation Areas, relating to: drainage, toxics, lighting, noise, invasives, barriers, and grading. As shown in Table 5.4-B – Project Compliance with MSHCP Urban/Wildlands Interface Guidelines, the proposed Project is compliant with Section 6.1.4 of the MSHCP.</p> <p>The <i>Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan</i> (the Plan) also identifies appropriate edge treatments between the Park and the Project site. Fencing around the Project site has been designed to be compliant with fencing requirements outlined in this Plan. This Plan also</p>	Consistent

Applicable Sycamore Canyon Business Park Specific Plan Policies and Objectives	Relationship of the Project to the Policy	Consistency Level
	<p>identified Kangaroo Court as a fire access point for the Sycamore Park, which will be maintained via incorporation of a Fire Access/Parks Maintenance Road along the southern portion of Parcel 1 at the Project site. A small parking lot at the southeast corner of the Project site will also be provided to allow park users to access the Sycamore Canyon Wilderness Park trails. With implementation of mitigation measures MM AES 2, MM AES 3, MM AES 5 and MM AES 6, the Project will not conflict with this Plan.</p>	
	<p>Efficient and orderly development to minimize infrastructure costs</p> <p>The Project site will be served by the existing roadway network, as shown in Figure 5.16-2 – Existing Roadway Systems. As discussed in Section 5.16 – Transportation and Traffic, 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.</p> <p>Water service to the Project will be provided by Western Municipal Water District’s (WMWD) existing domestic water pipelines that currently serve the Sycamore Canyon Business Park. Buildings 1 and 2 will connect to the existing water line in Lance Drive. . WMWD prepared and adopted a Water Supply Assessment (WSA) for the Project and have indicated their ability to provide domestic water service.</p> <p>Sewer service will be provided by the City’s Public Works Department via existing sewer pipelines that currently serves the Sycamore Canyon Business Park. The sewer pipeline from Building 1 will connect to existing sewer line in Lance Drive at Sierra Ridge Drive, whereas sewer pipeline from Building 2 will connect to the sewer line in Lance Drive at Dan Kipper Avenue. Project-generated wastewater will be treated at the Riverside Water Quality Control Plant (RWQCP), which is owned and operated by the Public Works Department. The Public Works Department has indicated there is sufficient capacity in the existing sewer pipelines and at the RWQCP to serve the Project.</p>	Consistent

Applicable Sycamore Canyon Business Park Specific Plan Policies and Objectives		Relationship of the Project to the Policy	Consistency Level
		As described in Section 5.9.4, stormwater runoff from the Project site that is not otherwise captured and infiltrated onsite will ultimately drain to a regional “marsh” located within the Sycamore Canyon Wilderness Park.	
Circulation: Policies for the Specific Plan include access controls as a means of assuring adequate traffic flow and safety			
Policies	Access to an arterial shall be limited to one point for 300 feet of frontage, or one point per parcel with less than 300 feet of frontage	As shown on Figure 3-10 – Proposed Site Plan , the Project site will include three access points along Lance Drive: one for Building 2/Parcel 2, and two for Building 1/Parcel 1. This is consistent with the requirements outlined in the SCBPSP.	Consistent
	Combine access to arterials between adjacent properties shall be encouraged wherever possible to reduce the number of encroachments	As shown on Figure 3-10 – Proposed Site Plan , the Project site will include three access points along Lance Drive: one for Building 2/Parcel 2, and two for Building 1/Parcel 1. Lance Drive is designated as a Collector Street (2-lands undivided, 74-foot right-of-way) in the <i>Sycamore Canyon Business Park Specific Plan</i> . Therefore, this measure is not directly applicable to the proposed Project because there is not access to any arterials from the Project site.	N/A
	Access points shall be located a minimum of 100 feet from the back of curb returns at intersections of arterials whenever possible.	The only intersection of concern for this Project is Lance Drive and Sierra Ridge Drive. All access points to the Project site will be located along Lance Drive, which is designated as a collector street by the City of Riverside. Therefore, this measure is not directly applicable to the proposed Project.	N/A
	Median island breaks and left turn access shall be subject to Public Works Department Approval	There are no median islands on Lance Drive and the City’s Public Works Department has reviewed and approved the driveway locations for this Project. Therefore, the Project is consistent with this policy of the SCBPSP.	Consistent

Applicable Sycamore Canyon Business Park Specific Plan Policies and Objectives		Relationship of the Project to the Policy	Consistency Level
Landscaping/Design Criteria: Implementation of the Sycamore Canyon Business Park Specific Plan will be strongly affected by the landscaping and design of the development sites.			
Objective	Create a strong unified landscape character in the plan area. This will be done by implementing the standard city landscaping requirements for industrial and commercial developments	<p>As shown on Figure 3-11 – Conceptual Landscape Plan, landscaping at the Project site has been provided to shield the warehouse buildings from the surrounding land uses. Additionally, landscaping at the Project site has been designed consistent with the requirements contained in the City’s Water Efficient Landscape Ordinance (WELO) to incorporate water-efficient irrigation systems and water-efficient landscapes.</p> <p>Development of the Project site is also subject to Design Review by the City. The purpose of the Design Review is to ensure that new building designs, wall designs, site designs, landscaping and irrigation plans, lighting plans, parking plans, open space areas, and pedestrian areas are reviewed for harmonious relationships with existing and proposed adjoining developments, avoiding monotonous repetition but allowing, when feasible, for similarity of style or originality of design.</p>	Consistent

References

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- CHJ(c) CHJ Consultants, *Geotechnical Investigation, Proposed Industrial Development, Lance and Sierra Ridge Drives, Riverside, California*, July 20, 2007. (Appendix G.3.)
- GP 2025 City of Riverside, *General Plan 2025*, certified November 2007 with subsequent amendments to various elements. (Available at <http://www.riversideca.gov/planning/gp2025program/general-plan.asp>, accessed November 18, 2015.)
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- TE(b) Thienes Engineering, *Preliminary Project-Specific Preliminary Water Quality Management Plan*, June 7, 2016. (Appendix H.2)
- WEBB Albert A. Webb Associates *Revised Traffic Impact Analysis, Sycamore Canyon Industrial Buildings 1 & 2 (P14-1072)*, May 2016. (Appendix J)

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- WSA Western Municipal Water District, *Water Supply Assessment for Sycamore Canyon Business Park, Buildings 1 and 2 Project*, February 17, 2016. (Appendix K).