

5.16 Transportation/Traffic

Based on Appendix G of the *State CEQA Guidelines* and comments received during the Notice of Preparation (NOP) public review comment period, this section describes the existing transportation and traffic conditions and potential effects from project implementation on surrounding roads and intersections. Copies of all comment letters received during the NOP public review comment period are included in Appendix A of this EIR.

The analysis in this section is based on the *Revised Traffic Impact Analysis for the Sycamore Canyon Industrial Buildings 1 & 2* prepared by Webb Associates, May 2016 (TIA), which is included as Appendix J to this DEIR. The TIA was performed in accordance with the *City of Riverside Traffic Impact Analysis Preparation Guide*, December 2014.

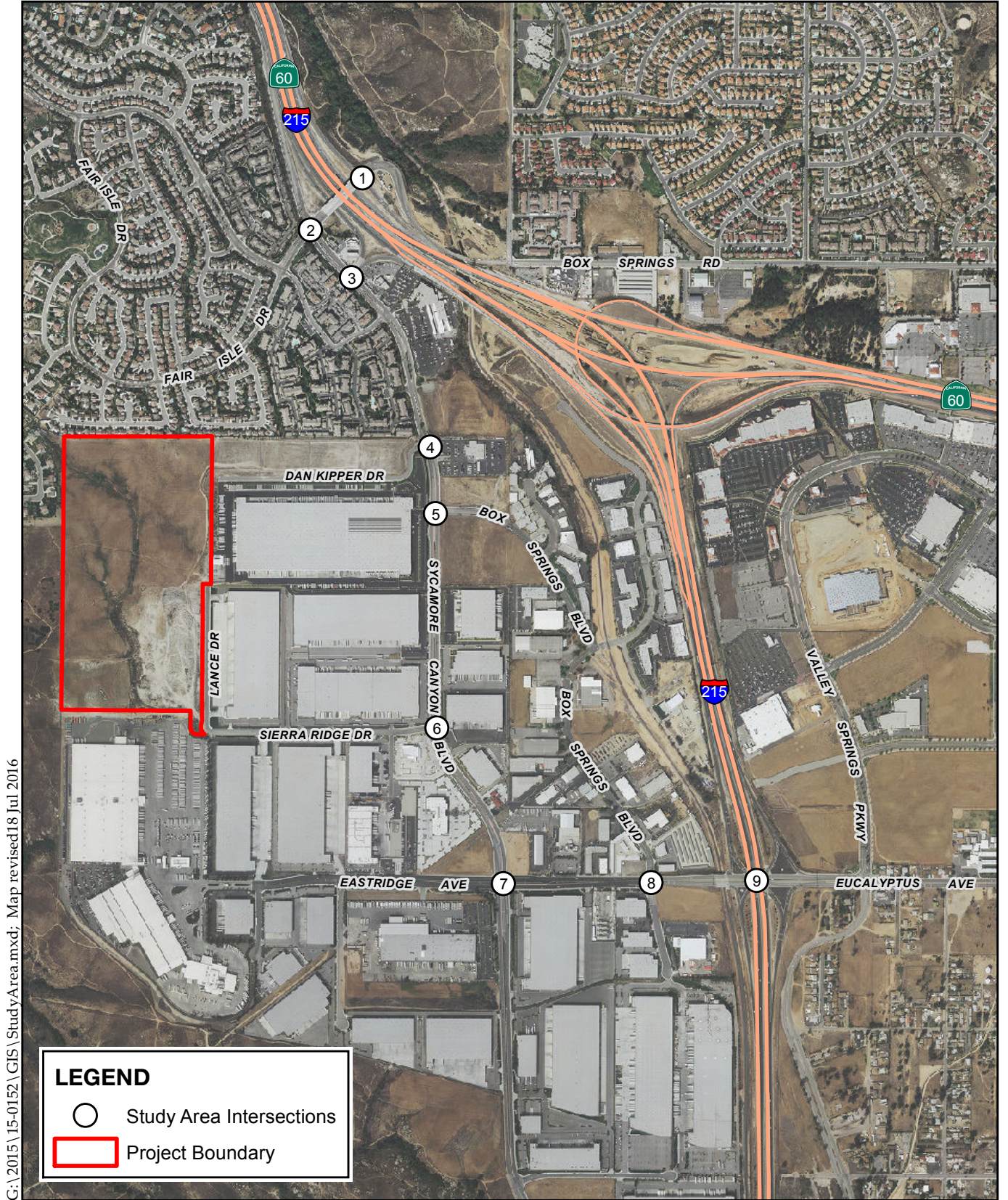
5.16.1 Setting

The Project site is currently undeveloped and located at the northwest corner of Sierra Ridge Drive and Lance Drive (**Figure 3-2 – Location Map** and **Figure 5.16-1 – Study Area Map**), in the City of Riverside (City). The existing site is an approximately 76-gross acres (71-net acres) site which is currently undeveloped. A portion of the southeast corner of the site has been disturbed with grading/mining operations. The site is surrounded by existing residential development to the north; industrial warehouses within the Sycamore Canyon Business Park to the east and south; and the Sycamore Canyon Wilderness Park to the west. The project proposes construction of two industrial warehouse buildings; Building 1 is proposed for 1,012,995 square feet and Building 2 for 362,174 square feet.

Existing Roadway System

The existing street system in the Project area consists of roadways designated in the *City of Riverside General Plan 2025 (GP 2025)*, Circulation and Community Mobility Element, Figure CCM-4 Master Plan of Roadways as Special Boulevards, Arterial Streets, Collector Streets, and Local Streets.¹ For streets within the *Sycamore Canyon Business Park Specific Plan* area, the Specific Plan Circulation Plan governs with regard to street standards. Arterial Streets provide sub-regional and local access circulation opportunities, and the Collector Streets provide connecting access from Arterial Streets with Local Streets (GP 2025, p. CCM-10). The Project area street system generally provides two- to four-lanes of travel, and on-street parking is both discouraged and prohibited in most of the area. Both the I-215 and 60 freeways are in close proximity of the Project site.

¹ While local streets are within the Study Area, only streets classified as “Collector” or higher are discussed in the TIA.



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Sources: Riverside Co. GIS, 2014;
Eagle Aerial, April 2012.



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Feet

Figure 5.16-1 - Study Area
Sycamore Canyon Business Park Buildings 1 and 2 DEIR

The existing conditions and proposed future improvements, as identified in the GP 2025 Circulation and Community Mobility Element and the *Sycamore Canyon Business Park Specific Plan*, within the Project area are described below (WEBB, p. 3-1):

- **Sycamore Canyon Boulevard** is currently a 4-lane north/south divided roadway in the Project area between Fair Isle Drive and Eucalyptus Avenue. Sycamore Canyon Boulevard is designated as an Arterial Street (4-lanes divided, 110-foot right-of-way) in the GP 2025 Circulation and Community Mobility Element. South of Alessandro Boulevard it continues as Meridian Parkway.
- **Fair Isle Drive** is currently a 2-lane undivided roadway west of Lochmoor Drive that increases to a 4 divided lanes west of Sycamore Canyon Boulevard. Fair Isle Drive provides connectivity to the I-215 and SR-60 freeways. Furthermore, Fair Isle Drive is designated as a Collector Street (2 lanes undivided, 66-foot right-of-way) in the GP 2025 Circulation and Community Mobility Element.
- **Box Springs Road** is currently a 4-lane east/west divided roadway located south of Rivercrest Drive which turns into a cul-de-sac south of Eastridge Avenue. Box Springs Road is not classified in the City of Riverside General Plan Circulation and Mobility Element, but is included as a divided Arterial Street in the City of Moreno Valley General Plan Circulation Plan. It provides connectivity to the I-215 and SR-60 freeways. East of the freeway interchange, it continues as Fair Isle Drive.
- **Dan Kipper Drive** is currently a four-lane undivided roadway west of Sycamore Canyon Boulevard and turns into a driveway of Big 5 Sporting Goods Distribution Center. Dan Kipper Drive is designated as a Collector Street (2-lanes undivided, 74-foot right-of-way) in the *Sycamore Canyon Business Park Specific Plan*.
- **Box Springs Boulevard** is currently a two-lane north/south undivided roadway located west of SR-60 freeway. Box Springs Boulevard is designated as an Arterial Street (2-lane undivided, 88-foot right-of-way) in the GP 2025 Circulation and Community Mobility Element.
- **Sierra Ridge Drive** is currently a two-lane undivided roadway that is located west of Sycamore Canyon Boulevard that turns into Lance Drive a two lane undivided street. Sierra Ridge Drive is designated as a Collector Street (2-lanes undivided, 74-foot right-of-way) in the *Sycamore Canyon Business Park Specific Plan*.
- **Eastridge Avenue** is currently a partially divided four to five-lane east/west roadway that is located west of the I-215 freeway. Eastridge Avenue is a four lane divided roadway between Box Springs Boulevard and River Run that turns into undivided and eventually becomes the driveway of Ralphps Grocery Distribution Center Eastridge Avenue is designated as an Arterial Street (4 to 5-lanes, 120-foot right-of-way) in the GP 2025 Circulation and Community Mobility Element and provides connectivity with the I-215 freeway. To the east of the freeway interchange, it continues as Eucalyptus Avenue in the City of Moreno Valley.

- **Lance Drive** is currently a two-lane undivided roadway that is located between Dan Kipper Drive and Sierra Ridge Drive. Lance Drive turns into Sierra Ridge Drive a two lane undivided street. Lance Drive is designated as a Collector Street (2-lanes undivided, 74-foot right-of-way) in the *Sycamore Canyon Business Park Specific Plan*.
- **Eucalyptus Avenue** is currently designated as a four-lane east/west divided roadway that is located east of the I-215 freeway in the City of Moreno Valley. Eucalyptus Avenue is designated as an Arterial Street in the City of Moreno Valley General Plan Circulation Plan. To the west of the I-215 freeway interchange, it continues as Eastridge Avenue in the City of Riverside.

Figure 5.16-2 – Existing Roadway Systems depicts the study area roadways along with the study area intersection geometrics (i.e., stop sign, traffic signal).

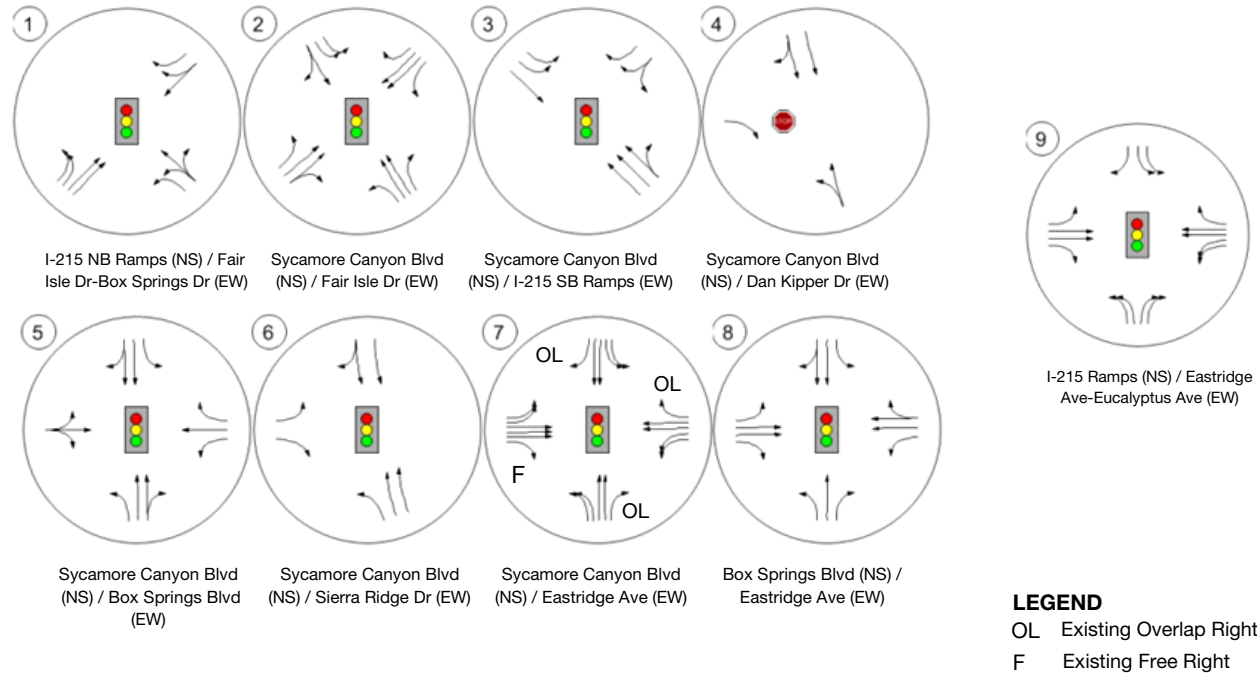
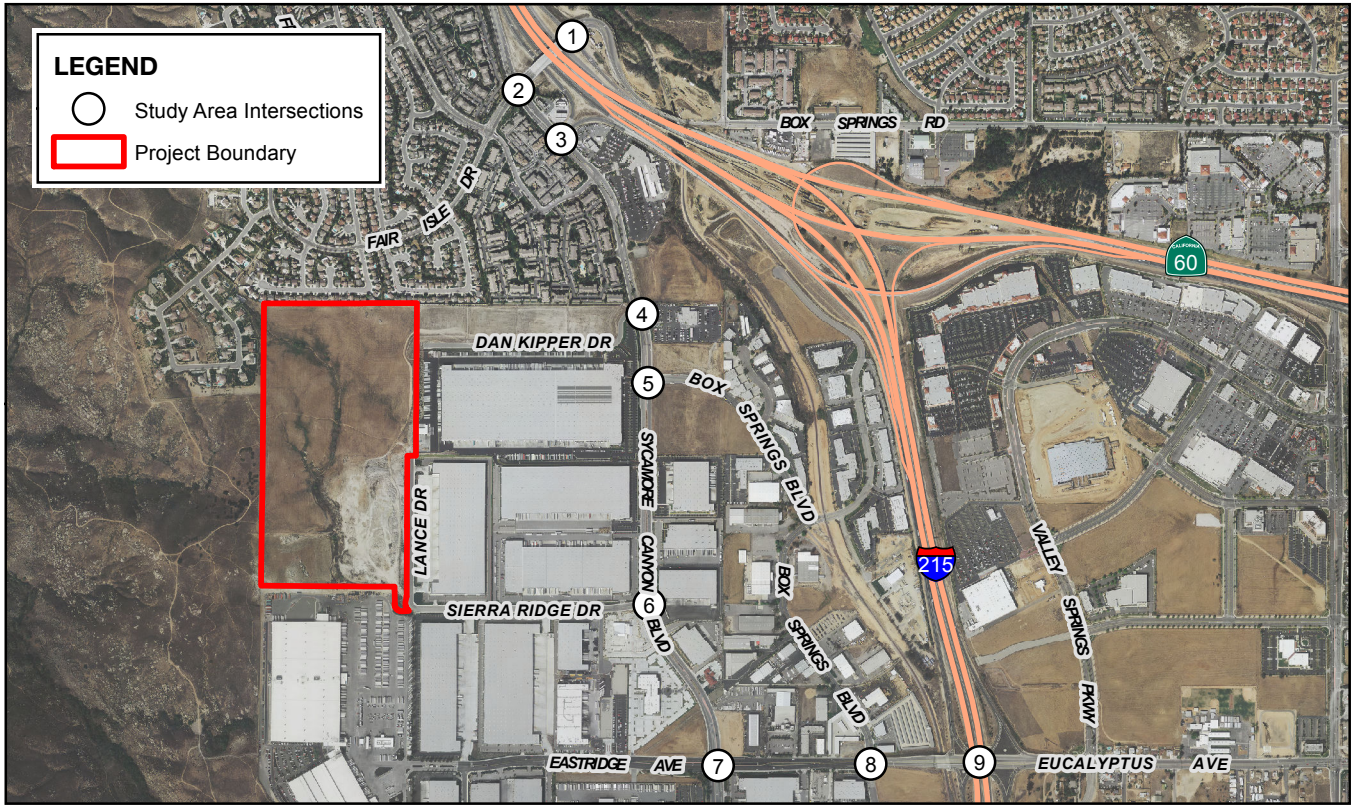
Study Area Intersections

Per City of Riverside Traffic Impact Analysis Preparation Guide Section 6.0, the area to be studied shall generally include any intersection of “collector” or higher classification streets on which the proposed project will add 50 or more peak hour trips up to a five-mile radius of the project location. However, because there were no intersections within a five-mile radius of the Project site that would add 50 or more peak hour trips the study area evaluated in the TIA includes any intersection within a one-mile radius of the Project site. . In consultation with City staff and the approved TIA Scoping Agreement (included as Appendix A to the TIA, which is included as Appendix J to this DEIR), the following nine intersections (see **Figure 5.16-1 – Study Area Map**) were selected for analysis in the TIA (Appendix J):

1. I-215 Northbound Ramps (NS) / Fair Isle Drive-Box Springs Road (EW)
2. Sycamore Canyon Boulevard (NS) / Fair Isle Drive (EW)
3. Sycamore Canyon Boulevard (NS) / I-215 Southbound Ramps (EW)
4. Sycamore Canyon Boulevard (NS) / Dan Kipper Drive (EW)
5. Sycamore Canyon Boulevard (NS) / Box Springs Boulevard (EW)
6. Sycamore Canyon Boulevard (NS) / Sierra Ridge Drive (EW)
7. Sycamore Canyon Boulevard (NS) / Eastridge Avenue (EW)
8. Box Springs Boulevard (NS) / Eastridge Avenue (EW)
9. I-215 Ramps (NS) / Eastridge Avenue-Eucalyptus Avenue (EW)

The existing number of through lanes and controls (i.e., stop sign, traffic signal) for the above Project study area intersections are shown on **Figure 5.16-2 – Existing Roadway System**.

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Sources: Riverside Co. GIS, 2014;
Eagle Aerial, April 2012.



0 1,000 2,000 3,000 Feet

Figure 5.16-2 - Existing Roadway System
Sycamore Canyon Business Park Buildings 1 and 2 DEIR

Study Area Freeway Segments

For Sycamore Canyon Industrial Buildings 1 & 2, Caltrans has requested the inclusion of merge/diverge analysis for the project affected freeway ramps. The study area therefore includes the following freeway segments:

I-215 Northbound

1. Eastridge Ave-Eucalyptus Ave Off-Ramp
2. Eastridge Ave-Eucalyptus Ave On-Ramp
3. Fair Isle Dr-Box Springs Rd On-Ramp

I-215 Southbound

4. Sycamore Canyon Boulevard Off-Ramp
5. Truck Bypass-Eastridge Ave-Eucalyptus Ave Off-Ramp Weaving Section
6. Eastridge Ave-Eucalyptus Ave On-Ramp

The methodology used to evaluate freeway segments differs based on the type of segment. The main types of segment are as follows: merge and diverge segments (on-ramps and off-ramps), weaving segments (a merge segment closely followed by a diverge segment and the two are connected by a continuous auxiliary lane) and basic segment (all segments that are not merge, diverge or weaving).

Methodologies

Levels of Service

On January 20, 2016, the State of California Governor's Office of Planning and Research (OPR) released for public review a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which implements Senate Bill 743 (SB 743). The guidelines provide that analysis of vehicle miles traveled (VMT) will be voluntary for two years following adoption of the new guidelines. OPR has not yet finalized or adopted their VMT guidelines and as such the City is not implementing VMT analysis for new developments within the City at this time. Therefore, the TIA and the City use the level of service (LOS) system of categorization to quantify traffic operations and describe how well an intersection or roadway segment is functioning.

Level of service (LOS) measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system similar to the educational system with level "A" being best and level "F" being worst. The specific LOS definitions for roadway segments in the City are described in **Table 5.16-A – LOS Descriptions for Signalized and Unsignalized Intersections.**

Table 5.16-A– LOS Descriptions for Signalized and Unsignalized Intersections

LOS	Average Total Delay (seconds/vehicle)		Description ^a
	Signalized Intersection	Unsignalized Intersection	
A	≤10	≤10	<p><u>Signalized Intersection</u>: Minimal delay and primarily free-flow operation. Most vehicles do not stop because they arrive during the green indication or only stop for a brief amount of time as the signal changes.</p> <p><u>Unsignalized Intersection</u>: Minimal delay. Usually no conflicting traffic.</p>
B	>10 – 20	>10 – 15	<p><u>Signalized Intersection</u>: Short delay and reasonably unimpeded operation. Many vehicles do not stop because they arrive during the green indication or only stop for a short amount of time as the signal changes. More vehicles stop than with LOS A.</p> <p><u>Unsignalized Intersection</u>: Short delay. Occasionally some conflicting traffic.</p>
C	>20 – 35	>15 – 25	<p><u>Signalized Intersection</u>: Moderate delay and stable operation. Individual cycle failures (i.e. when queued vehicles do not clear the signal during the next green indication) may begin to appear. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.</p> <p><u>Unsignalized Intersection</u>: Noticeable delay, but not inconveniencing. Usually some conflicting traffic.</p>
D	>35 – 55	>25 – 35	<p><u>Signalized Intersection</u>: Less stable operation in which small increases in vehicles may cause substantial increases in delay. Many vehicles stop and individual cycle failures are noticeable.</p> <p><u>Unsignalized Intersection</u>: Noticeable delay and irritating. A significant amount of conflicting traffic. Increased likelihood of risk taking.</p>
E	>55 – 80	>35 – 50	<p><u>Signalized Intersection</u>: Significant delay and unstable operation. Most vehicles stop and individual cycle failures are frequent.</p> <p><u>Unsignalized Intersection</u>: Significant delay approaching tolerance level. Lots of conflicting traffic, but with some gaps of suitable size. Risk taking behavior likely.</p>

LOS	Average Total Delay (seconds/vehicle)		Description ^a
	Signalized Intersection	Unsignalized Intersection	
F	>80	>50	<p><u>Signalized Intersection</u>: Considerable delay and extensive queuing. Almost all vehicles stop and most cycles fail to clear the queue.</p> <p><u>Unsignalized Intersection</u>: Considerable delay exceeding tolerance level. Lots of conflicting traffic, with not enough gaps of suitable size. High likelihood of risk taking.</p>

Notes:

^a Source: TIA, Tables 3-1 and 3-2

Level of service for freeway segments is based upon the density of vehicles within the segment. Density is the number of vehicles occupying a given length of a lane or roadway at a particular instant and measured in passenger cars per mile per lane (pc/mi/ln). The methodology used to evaluate freeway segments depends upon the type of segment being evaluated: merge and diverge, weaving, or basic. Merge and diverge segments are freeway on- and off-ramps. In these types of segments two or more traffic streams combine to form a single stream (merge) or a single traffic stream divides into two or more separate streams (diverge). Weaving segments consist of a merge segment closely followed by a diverge segment with the two segments connected by a continuous auxiliary lane. In a weaving segment two or more traffic streams traveling in the same direction cross paths along a significant length of freeway without any traffic control devices (except guide signs). Basic segments are all freeway segments that are not a merge, diverge, or weaving segment. The specific LOS definitions for the freeway conditions (segments, weaving segments, and ramps) are described below in **Table 5.16-B – LOS for Freeway Segments**.

Table 5.16-B– LOS for Freeway Segments

LOS	Maximum Density (pc/mi/in)			Definition ^a
	Basic Freeway Segments	Freeway Weaving Segments	Merge/Diverge (Freeway Ramps)	
A	≤11	10	10	No Delays. Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability.
B	18	20	20	No Delays. Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted.
C	26	28	28	Minimal Delays. Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes.
D	35	35	35	Minimal Delays. Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited.

LOS	Maximum Density (pc/mi/in)			Definition ^a
	Basic Freeway Segments	Freeway Weaving Segments	Merge/Diverge (Freeway Ramps)	
E	45	-	-	Significant Delays. Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor.
F	-	Demand exceeds capacity	Demand exceeds capacity	Significant Delays. Very congested traffic with traffic jams, especially in areas where vehicles have to merge.

Notes:

a Source: Caltrans. www.dot.ca.gov/dist2/projects/sixer/los.pdf

Traffic Projections

Traffic projections in the TIA considered several factors such as: existing traffic conditions, ambient growth, project generated traffic, project trip generation, trip generation rates, project trip generation, project trip distribution, project modal split, project trip assignment, . Understanding these factors is important in order to properly analyze the Project’s contribution to traffic load and capacity.

Ambient Growth

Ambient or background growth accounts for unknown area growth in traffic volumes due to development outside of the study area and general growth resulting in traffic due to changes in neighboring communities that cannot be accurately modeled. Per discussion with the City of Riverside staff, the TIA utilized a two percent per year growth rate. The ambient growth rate is applied to existing traffic volumes to account for area-wide growth that is not reflected by cumulative development projects. Further, ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways in addition to traffic generated by the Project. The remaining growth is anticipated to be accounted for by development of future projects in the study area that have been approved and/or being processed concurrently.

Trip Generation

Trip generation represents the amount of traffic traveling to and from the proposed Project. As discussed in the Trip Generation section of the TIA, traffic generation used in the study area is based upon the development of 1,433,599² square feet gross floor area high-cube warehouse. (See **Table 5.16-E – Trip Generation Rates**, located below displays the peak hour and daily trip generation factors for the proposed Project.

The trip generation rates for high-cube warehouses are based on the weighted average trip generation rated provided in the *Trip Generation Manual (9th Edition)* by the Institute of Transportation Engineers (ITE), 2012. The inbound and outbound peak hour trip generation

² The project TIA used a larger building area of 1,433,599 sf for its analysis as opposed to the proposed Project’s total combined building area of 1,375,169 sf.

rates are calculated by multiplying the total peak hour generation rate by the directional distribution provided in the *Trip Generation Manual*.

Trip Distribution

Trip distribution represents the directional orientation of traffic travelling to and leaving from the Project site. Trip distribution is influenced by the geographical location of the site, type of land use in the study area, such as shopping centers and recreational sites, and proximity to the regional freeway system. (TIA, p. 4-3)

The TIA determined the directional orientation of traffic by evaluating existing and proposed land uses, existing roadway system, and existing traffic patterns within the vicinity of the Project site. The directional distribution for the proposed Project traffic analyzed passenger cars and trucks separately as shown on **Figure 5.16-3 – Project Trip Distribution (Passenger Cars – Outbound)**, **Figure 5.16-4 – Project Trip Distribution (Passenger Cars – Inbound)**, **Figure 5.16-5 Project Trip Distribution (Trucks – Outbound)**, and **Figure 5.16-6 Project Trip Distribution (Trucks – Inbound)**.

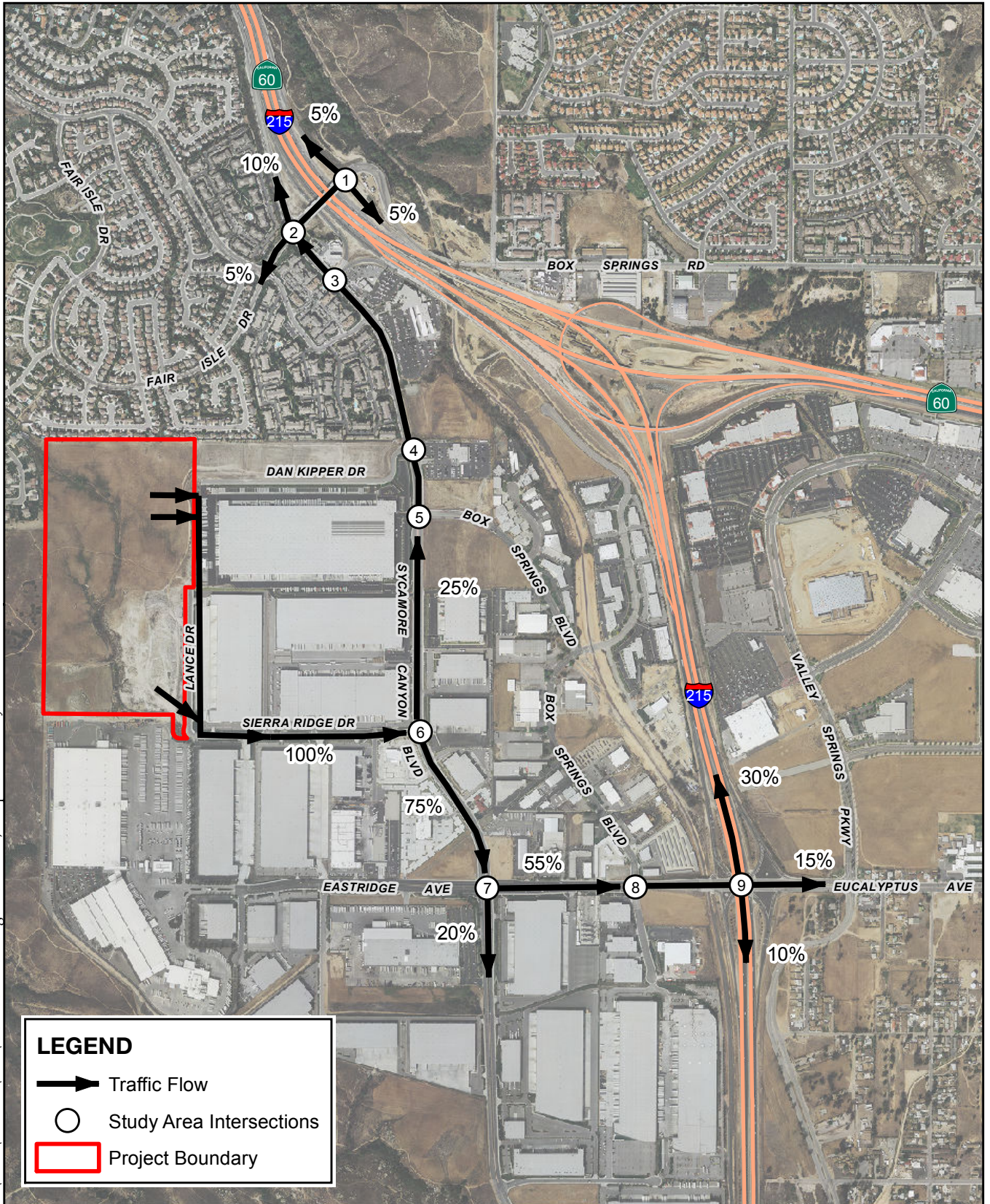
However, after preliminary analysis of the possibility of using Dan Kipper Drive as a point of egress for passenger cars and/or trucks, it was determined based on future nearby development of the area, the existing and future geometry of the intersection and nearby intersections, that it would not be advantageous for the Project or for the City to allow the Project egress at Dan Kipper Drive. Therefore, the traffic analysis assumes trip distribution of vehicles as shown in the figures below, i.e. without Project egress for passenger cars and trucks at Dan Kipper Drive.

Trip Assignment

To determine the impact of Project-related trips on study area streets and intersections, the TIA assigned Project-related traffic to the adjoining roadway system based on the Project's trip generation, trip distribution please refer to **Figure 5.16-7 – Project Only AM Peak Hour Intersection Volumes (In PCE)** and **Figure 5.16-8 – Project Only PM Peak Hour Intersection Volumes (In PCE)**, and the proposed arterial highway and local street systems that would be in place at Project opening.

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Sources: Riverside Co. GIS, 2014;
Eagle Aerial, April 2012.

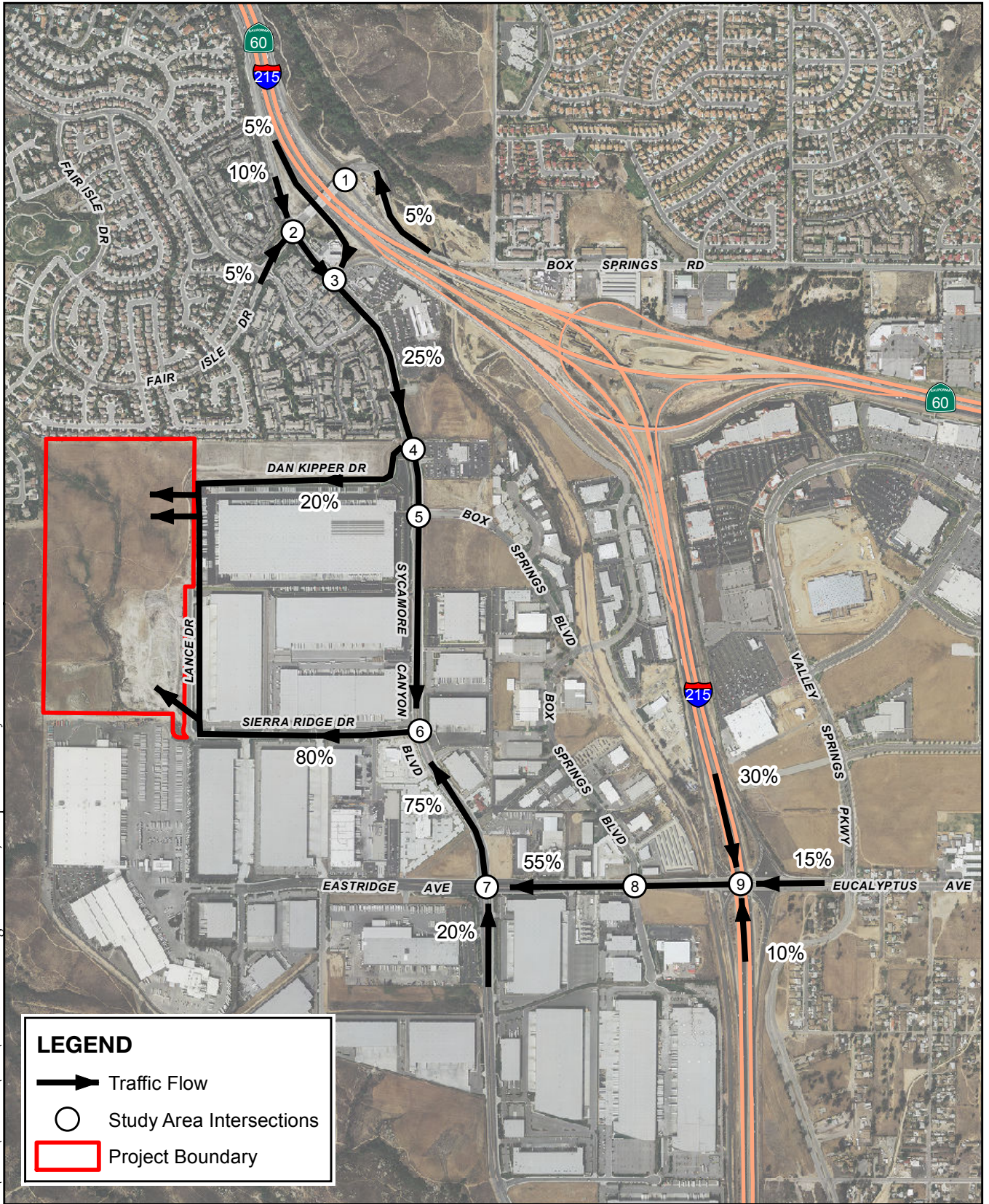


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**Figure 5.16-3 - Project Trip Distribution
(Passenger Cars - Outbound)**

Sycamore Canyon Business Park Buildings 1 and 2 DEIR

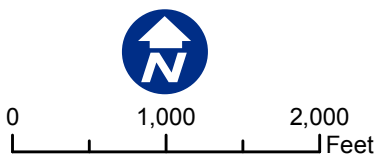
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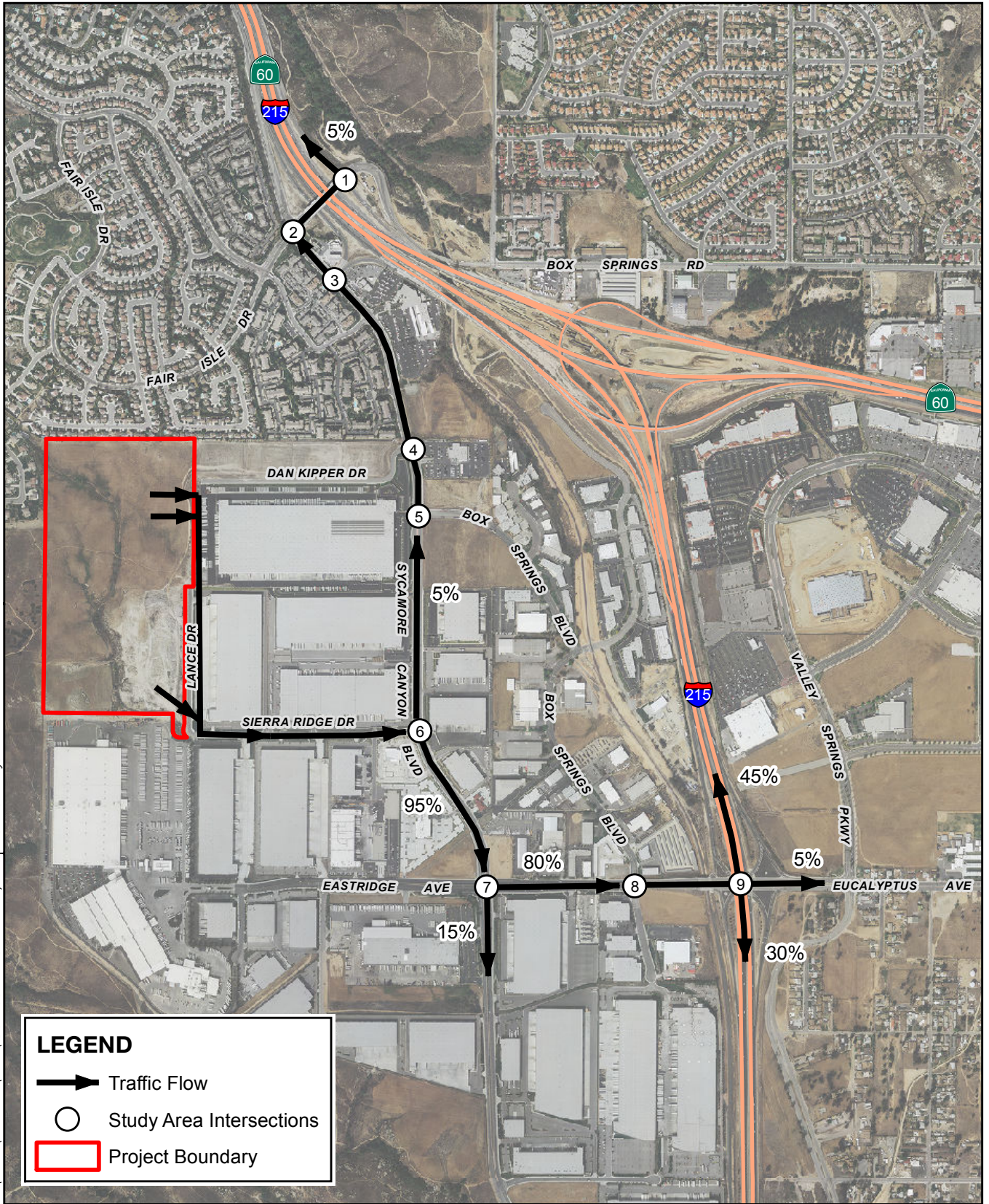
Sources: Riverside Co. GIS, 2014;
Eagle Aerial, April 2012.

**Figure 5.16-4 - Project Trip Distribution
(Passenger Cars - Inbound)**




Sycamore Canyon Business Park Buildings 1 and 2 DEIR



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LEGEND

-  Traffic Flow
-  Study Area Intersections
-  Project Boundary

Sources: Riverside Co. GIS, 2014;
Eagle Aerial, April 2012.

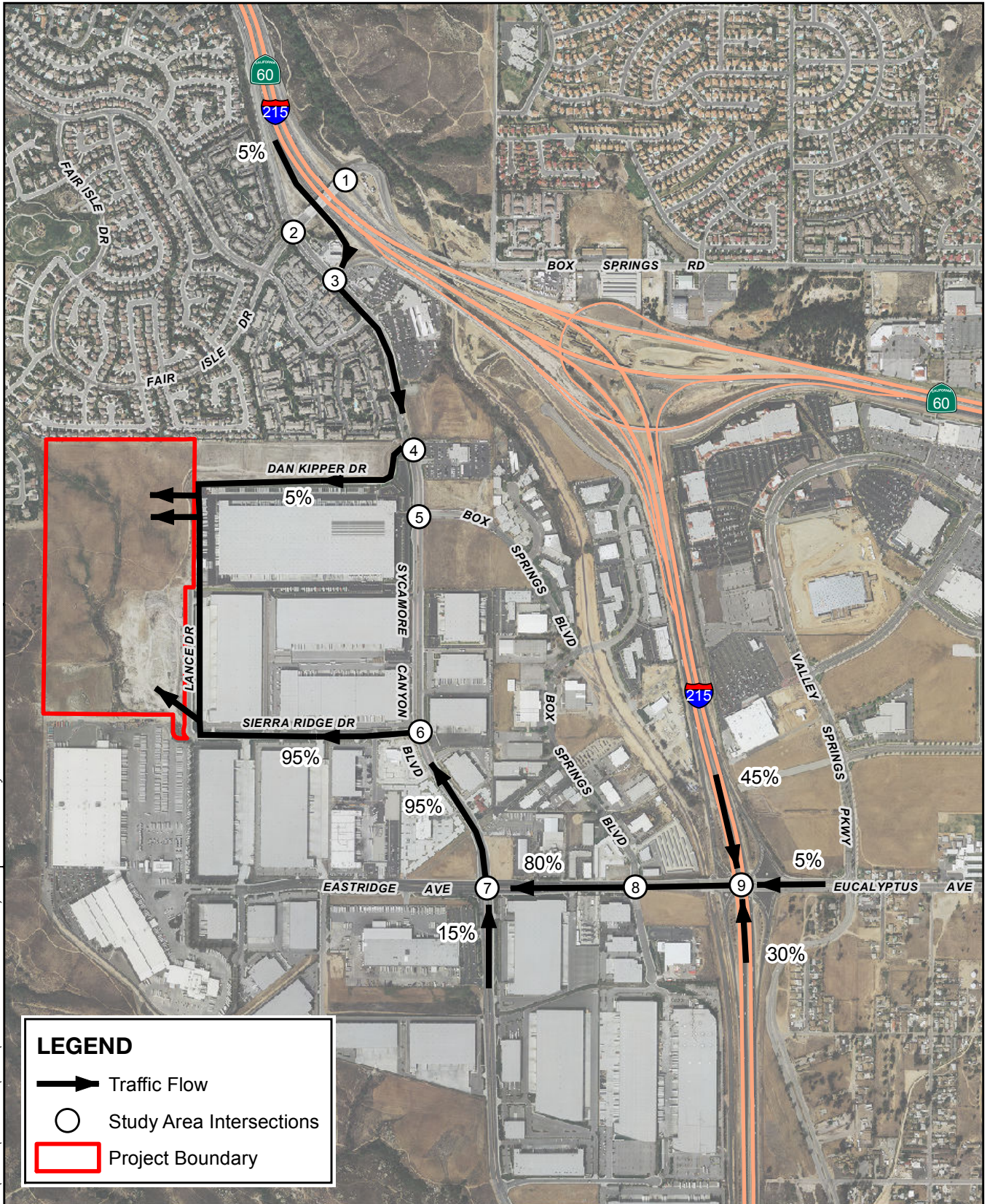
**Figure 5.16-5 - Project Trip Distribution
(Trucks - Outbound)**

Sycamore Canyon Business Park Buildings 1 and 2 DEIR






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LEGEND

-  Traffic Flow
-  Study Area Intersections
-  Project Boundary

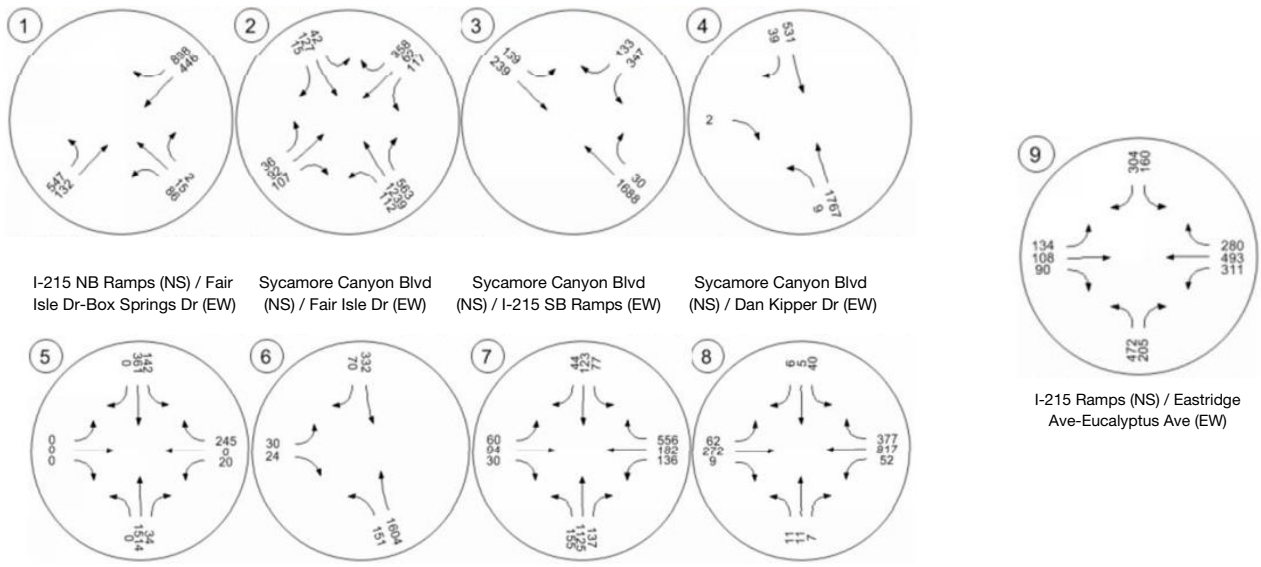
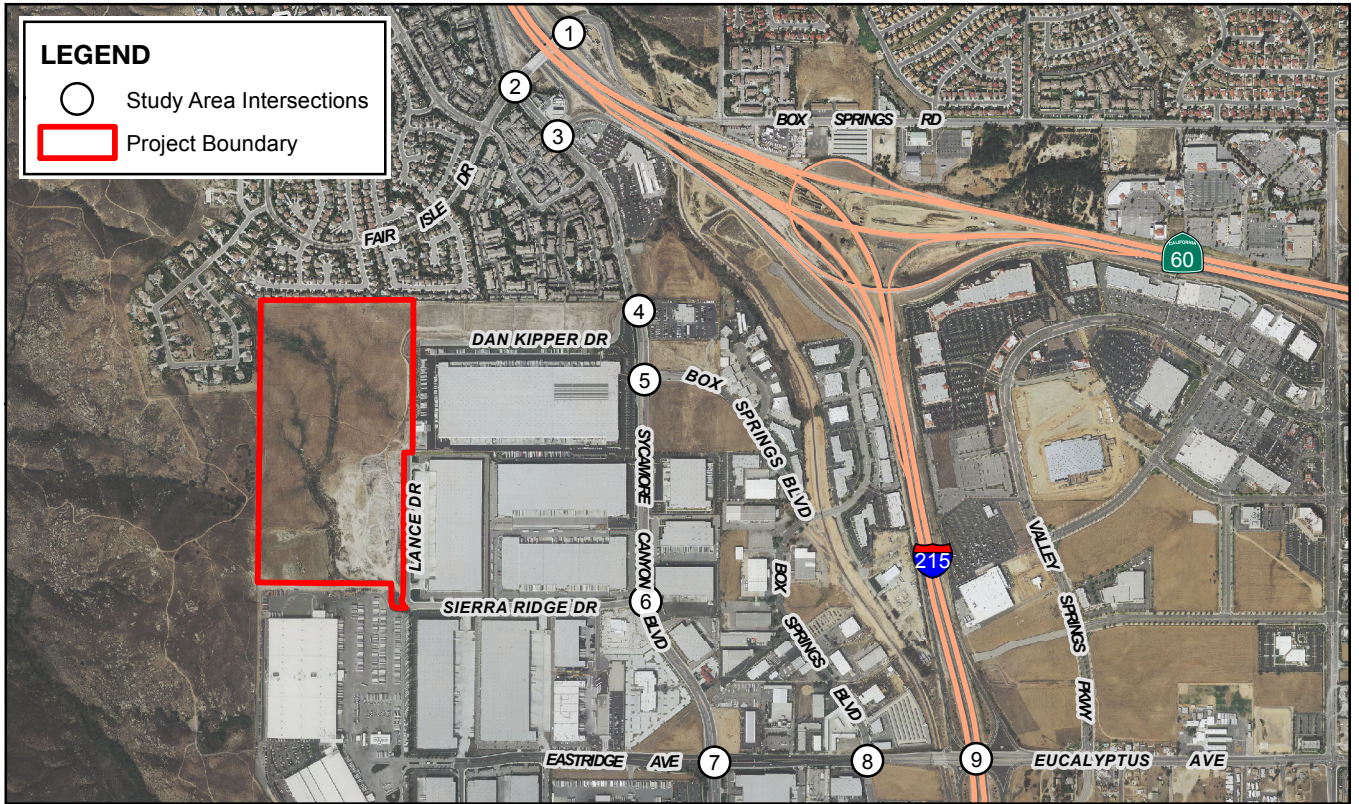
Sources: Riverside Co. GIS, 2014;
Eagle Aerial, April 2012.



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**Figure 5.16-6 - Project Trip Distribution
(Trucks - Inbound)**

Sycamore Canyon Business Park Buildings 1 and 2 DEIR



LEGEND
 OL Existing Overlap Right
 F Existing Free Right

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Sources: Riverside Co. GIS, 2014;
 Eagle Aerial, April 2012.

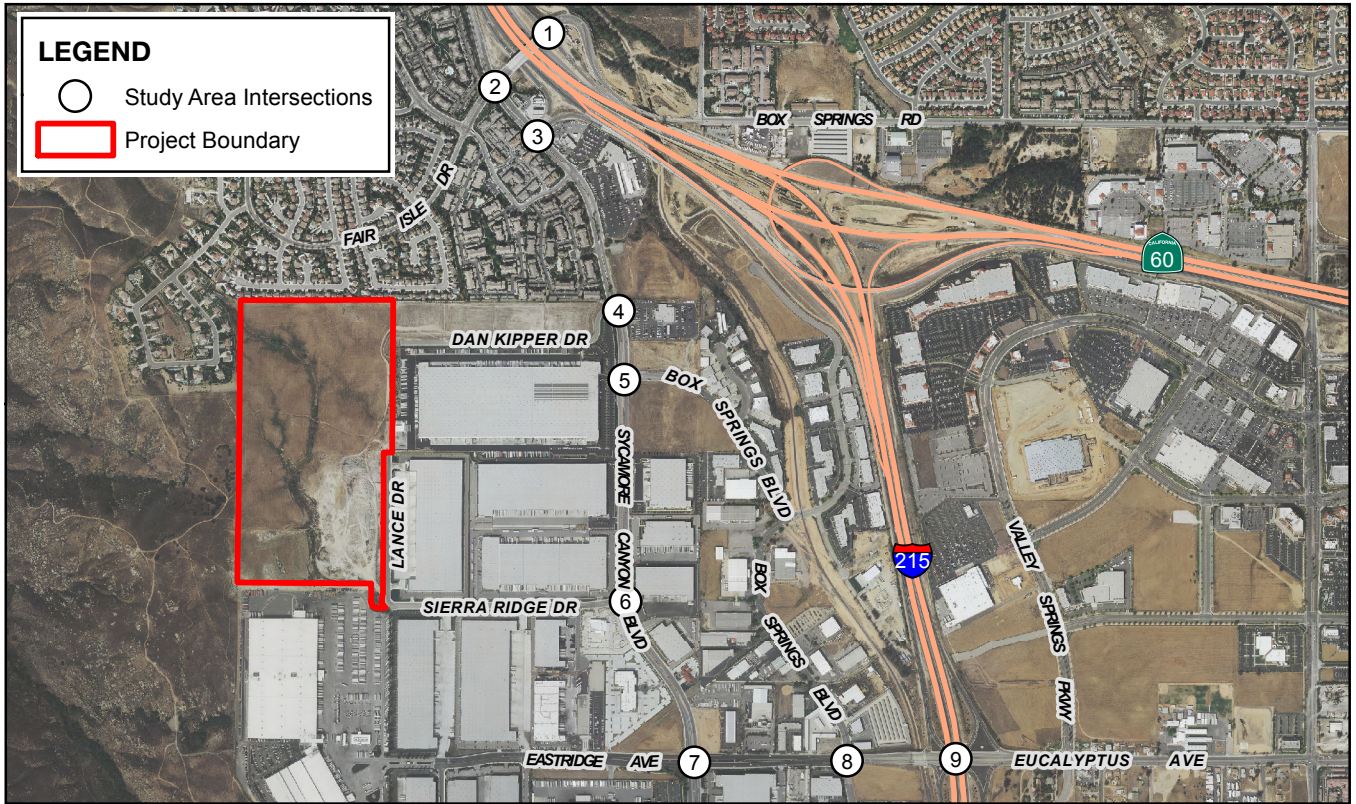


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Figure 5.16-7 - Project Only AM Peak Hour Intersection Volumes (In PCE)

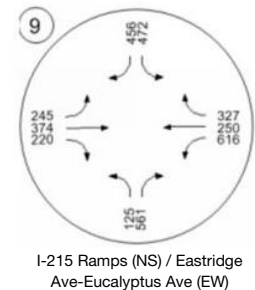
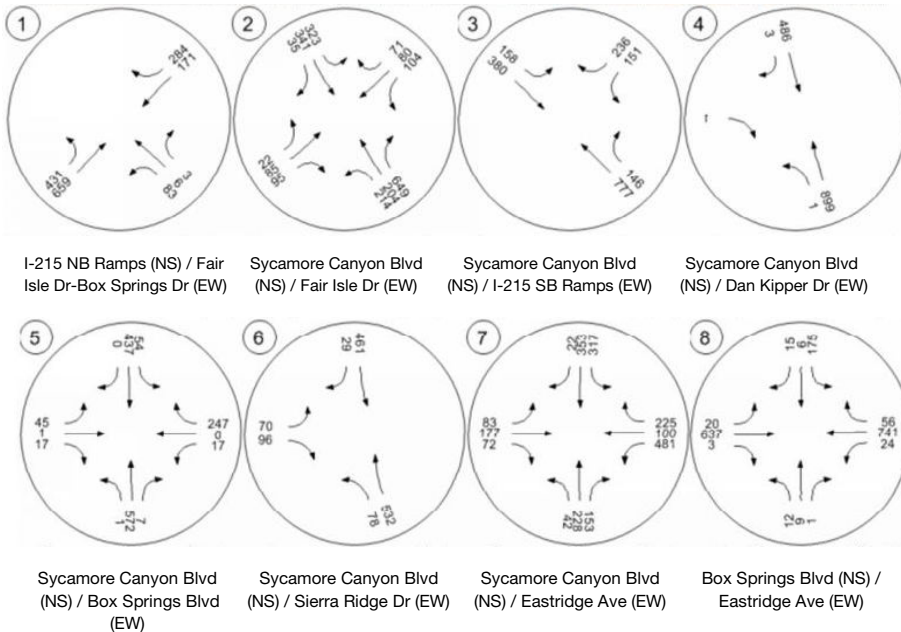
Sycamore Canyon Business Park Buildings 1 and 2 DEIR





LEGEND

- Study Area Intersections
- ▭ Project Boundary



LEGEND

- OL Existing Overlap Right
- F Existing Free Right

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Sources: Riverside Co. GIS, 2014; Eagle Aerial, April 2012.

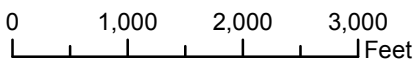


Figure 5.16-8 - Project Only PM Peak Hour Intersection Volumes (In PCE)

Sycamore Canyon Business Park Buildings 1 and 2 DEIR



Existing Traffic Volumes and Operating Conditions

Existing Traffic Volumes

The existing AM peak period and PM peak period intersection turning movement counts were conducted on July 7, 2015 by Counts Unlimited, Inc. Because of the high number of heavy vehicles in the area and truck intensive land use of the Project, raw turning movement counts were converted into passenger car equivalent (PCE). PCE is defined as the number of passenger cars that will result in the same operational conditions as a single heavy vehicle of a particular type. **Table 5.16-C – Intersection LOS, Existing Conditions (2015)** presents the LOS at the project study intersections and their current LOS. As shown, all study area intersections operate at acceptable LOS in the existing conditions.

Table 5.16-C – Intersection LOS, Existing Conditions (2015)^a

Intersection	Peak Hour	Traffic Control Status	Delay (seconds)		LOS	
			AM	PM	AM	PM
1. I-215 Northbound Ramps (NS) / Fair Isle Drive – Box Springs Road (EW)	AM PM	Signal	36.7	19.7	D	B
2. Sycamore Canyon Boulevard (NS) / Fair Isle Drive (EW)	AM PM	Signal	25.6	25.6	C	C
3. Sycamore Canyon Boulevard (NS) / I-215 Southbound Ramps (EW)	AM PM	Signal	17.5	12.2	B	B
4. Sycamore Canyon Boulevard (NS) / Dan Kipper Drive (EW)	AM PM	OWSC	12.2	12.0	B	B
5. Sycamore Canyon Boulevard (NS) / Box Springs Boulevard (EW)	AM PM	Signal	14.2	12.1	B	B
6. Sycamore Canyon Boulevard (NS) / Sierra Ridge Drive (EW)	AM PM	Signal	10.3	11.1	B	B
7. Sycamore Canyon Boulevard (NS) / Eastridge Avenue (EW)	AM PM	Signal	32.6	23.7	C	C
8. Box Springs Boulevard (NS) / Eastridge Avenue (EW)	AM PM	Signal	31.3	28.2	C	C
9. I-215 Ramps (NS) / Eastridge Avenue- Eucalyptus Avenue (EW)	AM PM	Signal	24.1	22.8	C	C

Notes:

^a Source: TIA, Table 3-5 – Intersection Levels of Service – Existing Conditions (2015), Appendix J

^b OWSC = One way stop controlled

Delay and LOS were calculated in the TIA using Vistro (version 3.00, 2014) for signalized and unsignalized intersections. Per the 2010 Highway Capacity Manual, overall average intersection delay and LOS are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.

Table 5.16-D – Freeway Segment LOS, Existing Conditions (2015) (on the following page) presents the AM and PM peak hour non-PCE for the existing freeway volumes for the freeway mainline and ramps in the study area. Based upon the table, there are no freeway segments that are currently operating at an unacceptable LOS.

Trip Generation Rates

Trip generation represents the amount of traffic that is attracted and produced by a given land use. The Institute of Transportation Engineers (ITE) has developed trip generation factors for a number of uses in their Trip Generation Manual (9th Edition), 2012. The TIA for the proposed project utilized the high-cube warehouse land use category.

Table 5.16-E – Trip Generation Rates presents the project site-specific trip generation rates for the proposed approximately 1.4 million sf warehouse buildings for the AM and PM peak hours.

Table 5.16-E – Trip Generation Rates^a

Land Use	Unit	Peak Hour Trip Rates						Daily
		AM			PM			
		Total	In	Out	Total	In	Out	
High-Cube Warehouse Land Use Category: 152	TSF ^b							
Passenger Cars		0.080	0.055	0.025	0.080	0.025	0.055	1.040
Trucks (2 Axle)		0.005	0.004	0.004	0.007	0.002	0.002	0.108
Trucks (3 Axle)		0.007	0.005	0.005	0.009	0.003	0.003	0.145
Trucks (4+ Axle)		0.018	0.013	0.013	0.024	0.007	0.007	0.0386
Land Use Total		0.110	0.076	0.034	0.120	0.037	0.083	1.680

Notes:

a Source: TIA, Table 4-1 – Trip Generation Rates, Appendix J

b TSF = thousand square feet
 Count data from July 2015

Average trip generation rates from *Trip Generation Manual, ITE, 9th Edition* (2012).

2 axle / 3 axle / 4 axle truck split from Truck Generation Study by the City of Fontana, 2003.

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Table 5.16-D – Freeway Segment LOS, Existing Conditions (2015)^a

Freeway / Direction of Travel From/To or Junction	Segment Type	Lanes		AM Peak Hour Volume				PM Peak Hour Volume			
		Main	Ramp	Mainline Vol.	Ramp Vol.	Density (pc/mi/ln)	LOS	Mainline Vol.	Ramp Vol.	Density (pc/mi/ln)	LOS
I-215 Northbound											
1. Eastridge-Eucalyptus Off	Diverge	3	1	4569	642	30.8	D	5313	660	34.1	D
2. Eastridge-Eucalyptus On	Merge	3	1	3927	331	24.6	C	4653	509	29.36	D
3. Fair Isle-BoxSprings ¹	Merge	4	1	5802	1334	32.7	D	6856	674	23.8	C
I-215 Southbound											
4. Sycamore Canyon Blvd Off ¹	Basic	5	NA	4496	NA	13.1	B	6749	NA	20.3	C
5. Truck Bypass / Eastridge Off	Weave	4	1	4562	1044	25.2	C	5375	1069	29.4	D
		4	2	5239	367			5567	877		
6. Eastridge-Eucalyptus On	Merge	3	1	4195	374	24.4	C	4498	815	29.5	D

Notes:

^a Source: TIA, Table 3-6 – Freeway Segment Levels of Service – Existing Conditions (2015), Appendix J

HOV lanes and HOV volumes not included in the mainline volume.

Delay and LOS were calculated in the TIA using HCS 2010 (version 6.60, 2014). Per the 2010 Highway Capacity Manual, freeway segment density and LOS are shown for merge and diverge segments, weaving segments, and basic segments.

Public Transit System

Bus transit in the vicinity of the Project site is provided by the Riverside Transit Agency (RTA), which operates one route in the study area.

- **RTA Route 208:** Riverside Downtown Terminal to Promenade Mall in Temecula (via Moreno Valley).

5.16.2 Related Regulations

Federal Regulations

No federal regulations are applicable to the Project with respect to transportation/traffic.

State Regulations

California Department of Transportation

As determined by the California Department of Transportation (Caltrans), the LOS for operating State highway facilities is based upon measures of effectiveness (MOEs). These MOEs describe the measures best suited for analyzing State highway facilities (i.e., freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D." (WEBB, p. 3-9; CT, p. 2)

Regional Regulations

Congestion Management Program

Riverside County Transportation Commission (RCTC) is designated as the Congestion Management Agency (CMA) to oversee the Congestion Management Program (CMP) (GP 2025, p. CCM-7). RCTC approved a modification of the CMP Land Use Coordination Element that included the elimination of the Traffic Impact Assessment report process and replaced it with an Enhanced Traffic Monitoring System. Prior to this modification of the CMP, a Traffic Impact Assessment had to be prepared consistent with the CMP/Local Agency Guidelines whenever a proposed development generated greater than 200 peak hour trips. However, as of July 1, 1997, assessing these impacts consistent with the CMP guidelines is no longer required by RCTC. Therefore, although the City's Environmental Checklist includes a reference to CMA LOS, for the purposes of this analysis, the GP 2025 will be used as the guiding document for acceptable LOS, against which impacts are measured.

Western Riverside County Transportation Uniform Mitigation Fee

In 2002, the jurisdictions of western Riverside County, including the City agreed to participate in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program. TUMF

is a multi-jurisdictional impact fee program administered by the Western Riverside Council of Governments (WRCOG) that funds transportation improvements on a regional and sub-regional basis associated with new growth. All new development in each of the participating jurisdictions is subject to TUMF, based on the proposed intensity and type of development. (GP 2025, p. CCM-6)

TUMF fees are submitted to the City by the applicant and are passed on to WRCOG as the ultimate program administrator. TUMF funds are distributed on a formula basis to the regional, local, and transit components of the program. Of the TUMF funds received by WRCOG, 2.6 percent is allocated to RTA for making regional transit improvements, 48.7 percent is allocated to RCTC for programming improvements to the arterials of regional significance on the Regional System of Highways and Arterials, and 48.7 percent is allocated to the five zones for programming improvements to the Regional System of Highways and Arterials (RSHA) as determined by the respective zone committees (TUMF AP, p. 7).

RSHA is the system of roadways that serve inter-community trips within western Riverside County and therefore are eligible for improvement funding with TUMF funds (TUMF Nexus 2009, p. 16). RSHA for western Riverside County was identified based on several transportation network and performance guidelines as follows:

- Arterial highway facilities proposed to have a minimum of four lanes at ultimate build-out (not including freeways);
- Facilities that serve multiple jurisdictions and/or provide connectivity between communities both within and adjoining western Riverside County;
- Facilities with forecast traffic volumes in excess of 20,000 vehicles per day by 2035;
- Facilities with forecast volume to capacity ratio of 0.90 (LOS E) or greater in 2035;
- Facilities that accommodate regional fixed route transit services;
- Facilities that provide direct access to major commercial, industrial, institutional, recreational, or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals, and transit centers) (TUMF Nexus 2009, p. 16).

Specific transportation improvement projects are identified by WRCOG's Public Works Committee, which is responsible for developing objective criteria for project selection and prioritization including, but not limited to, the following factors: traffic safety issues potentially created by growth, regional significance, availability of matching funds, mitigation of congestion created by new development, system continuity, geographic balance, project readiness, and completed projects with reimbursement agreements (TUMF AP, p. 12). Recommendations of the Public Works Committee are then submitted to WRCOG's Technical Advisory Committee, which are then submitted to WRCOG's Executive Committee (TUMF AP, p. 18). The Executive Committee is responsible for reviewing and acting on recommendations for project selection and prioritization of the Regionally Significant Arterials, 10-year Strategic Plan, and the Transportation Improvement Program (TUMF AP, p. 11).

The City participated in the preparation of the *Western Riverside County Transportation Uniform Fee Nexus Study* (dated October 18, 2002) and adopted TUMF fees based on that study. The City also participated in the preparation of an updated nexus study titled *Transportation Uniform Mitigation Fee Nexus Study: 2009 Update*. Due to the impacts of the economic recession on construction and development in Western Riverside County, the City determined that a temporary 50 percent reduction of the TUMF fees identified in the *Transportation Uniform Mitigation Fee Nexus Study: 2009 Update* would encourage development and assure that each development continues to contribute to its fair share of TUMF program costs. The reduction in TUMF fees was to be effective through December 31, 2010. (RMC Chapter 16.68, Section 16.68.020). On February 15, 2011, the City Council adopted Ordinance No. 7119 and extended the reduction in TUMF fees from January 1, 2011 through December 31, 2011, or as otherwise specified in the Ordinance (Ord. 7119). Furthermore, on April 2, 2012, the WRCOG Executive Committee decided to end the 50 percent reduction in TUMF on December 31, 2012 (Ord. 7146) and to increase the TUMF in phases over a three month period, beginning January 1, 2013 until TUMF reached 100 percent on April 1, 2013 (Ord. 7171).

Projects identified within the TUMF program include Box Springs Road and Ironwood Avenue from SR-60 and I-215 freeway to the east interchange, and the Eucalyptus Avenue from I-215 freeway to the east interchange. Both of which are not located within the Project study area and are located in the City of Moreno Valley. However, the proposed Project will participate in the TUMF program through the payment of mitigation fees based on the current fee schedule in effect at time of Payment. Payment is due prior to the final inspection for (RMC Chapter 16.68, Section 16.68.060).

Local Regulations

Traffic Signal and Railroad Signal Mitigation Fees and Transportation Impact Fees

The City's local development impact fee (DIF) related to transportation improvements is set forth in Chapter 16.64 of the Riverside Municipal Code. This DIF is comprised of two fees: the traffic signal and railroad signal mitigation fee and the transportation impact fee, which together address local transportation needs throughout the City. In creating these fees, the City Council determined that new private development in the City increases the amount of traffic utilizing the City street system. This increased traffic requires the installation of additional traffic signals, railroad signals including crossing gates and associated work and street improvements at specific locations to increase or improve transportation capacity. In order to protect health, safety and welfare of the general public, the City determined that new private development should pay its fair share towards needed improvements. The traffic signal and railroad signal mitigation fee is imposed on the construction of all new nonresidential units, dwelling units, and mobile home spaces upon application for a building permit. Funds collected through payment of this fee shall be used solely for the installation of additional traffic signals and railroad signals including crossing gates and other protective devices, and all costs associated with railroad crossing protection, including, but not limited to planking, sidewalks,

and curbs and gutters. (RMC, Sections 16.64.010, 16.64.030, 16.64.050) The proposed Project will pay the traffic signal and railroad signal mitigation fee.

Funds collected through payment of the transportation impact fee shall be expended solely for construction of street improvements as designated by the City Council to increase or improve the transportation capacity of the designated streets. This fee is imposed on the construction of new dwelling units and mobile home spaces upon application for a building permit. (RMC Sections 16.64.040, 16.64.060) Because the proposed Project does not include buildings that will be used for residential occupancy it is not subject to the transportation impact fee component (RMC Chapter 16.64).

The City is responsible for maintaining, administering, and updating the DIF program as appropriate. The City's DIF's were last updated as of August 17, 2015; and as such there are no immediate plans to update the transportation related DIF fees.

City of Riverside General Plan 2025 Circulation and Community Mobility Element

The Circulation and Mobility Element of the GP 2025 identifies LOS D or better as the desired performance standard for arterial streets, whenever possible. The GP 2025 also indicates that LOS E may be warranted on a case-by-case evaluation at certain key locations such as City arterial roadways that are used as freeway bypass by regional through traffic and at heavily traveled freeway interchanges. The following streets are considered locations that may warrant the LOS E standards: portions of Arlington Avenue\Alessandro Boulevard, Van Buren Boulevard, portions of La Sierra Avenue, and selected freeway interchanges. (GP 2025, p. CCM-11)

The GP 2025 sets forth policies and goals for a transportation network consisting of freeways, streets, bike paths, railways, and airports that provide circulation within the City and access to areas outside the City. Appendix M of this DEIR summarizes the Project's consistency with the applicable GP 2025 policies.

Implementation of the Project will not conflict with the performance criteria identified in Policies CCM-2.2, CCM-2.3, and CCM-2.4 as discussed in Section 5.8.6 (Environmental Impacts before Mitigation). The Project will comply with Policies CCM-5.5 by participating in the cost of off-site improvements through the payment of the TUMF and City of Riverside DIF. Furthermore, the Project will implement objective CCM-11 by being located in close proximity to a bus route which connects commuters to the Riverside Downtown Metrolink. The Project promotes quality construction and design elements that comply with Policies CCM-11.1, CCM-11.2, CCM-12.1, CCM-12.2, CCM-12.4, and Objective CCM-12. With regard to Objective CCM-13 and Policy CCM-13.1, the Project includes a variance from City Municipal Code parking requirements because the City's municipal code does not have a parking standard specific to logistics centers. Refer to Section 3 – Project Description and Section 5.10 – Land Use for a discussion of the requested variance.

The Project proposes an amendment to the GP 2025 Circulation Element (P16-0101) to: (i) delete the north/south street known as River Ridge (60-foot Collector) that traverses the site; (ii)

delete of the no name east/west street (that has been known as Kangaroo Court) that traverses the Project site, southerly of River Ridge (60-foot Collector) and (iii) amend the Circulation Element to reflect these changes by showing Dan Kipper Drive ending at Lance Drive as shown on **Figure 3-6 – Proposed General Plan Amendment**.

Sycamore Canyon Business Park Specific Plan

The *Sycamore Canyon Business Park Specific Plan (SCBPSP)* is intended to guide development within the Plans boundaries. The intent of the Plan is to establish a high quality industrial development for the City that would strengthen the City’s economic base. The plan recommends development of light industrial, distribution warehousing, and/or product assembly. The basic premise of the Specific Plan in regard to transportation/traffic is to assure adequate traffic flow and safety in the Plan area by implementing circulation policies which include access controls and road improvements (*SCBPSP*, pp. 13-14). The Project’s consistency with the Circulation Policies identified in the *SCBPSP* are discussed in Appendix M.

As shown on **Figures 3-7a, 3-7b, and 3-7c – Proposed Specific Plan Amendment**, the Project proposes a specific plan amendment to the Circulation Plan of the *SCBPSP* to: (i) delete the portion of Dan Kipper Drive (proposed 74-foot Collector) that traverses the Project site; (ii) delete the north/south street known as River Ridge (60-foot Collector) that traverses the site; (iii) delete of the no name east/west street (known as Kangaroo Court) that traverses the site, southerly of River Ridge (60-foot Collector); (iv) delete the portion of Sierra Ridge Drive (74-foot Collector) that traverses the site; and (v) amend the Circulation Plan to reflect these changes by showing Dan Kipper Drive ending at Lance Drive. (See **Figure 3-7 – Proposed Specific Plan Amendment**.)

Neighborhood Traffic Management Program

As traffic volumes and congestion have increased on the major regional roadways, drivers looking to reduce their travel times begin to look at alternative routes using the local street system to avoid problem areas. This neighborhood intrusion by “cut-through” traffic has become a growing concern for some residential areas. The City has an active Neighborhood Traffic Management Program to minimize and/or prevent intrusion of regional cut-through traffic into residential neighborhoods through traffic management and traffic calming strategies, and to improve the livability of neighborhoods through controlling the impacts of outside traffic. The strategies include speed control methods, parking restrictions, speed humps, pedestrian safety improvements, and sight obstruction elimination. (GP 2025, p. CCM-22)

Traffic Signal Warrants

The California *Manual on Uniform Traffic Control Devices (MUTCD)* states that the satisfaction of a traffic signal warrant or warrants shall not, in and of itself, require the installation of a traffic control signal. Peak-hour traffic signal warrant analysis should only be considered as an “indicator” of the likelihood of an un-signalized intersection warranting a traffic signal. Intersections that exceed the peak-hour warrant are more likely to meet one or more of the

other volume-based signal warrants. MUTCD also advises that a traffic control signal should not be installed unless:

- one or more of the traffic signal warrants is satisfied;
- an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection; and
- it will not seriously disrupt progressive traffic flow.

All of the existing study intersections are signalized, with the exception of the Sycamore Canyon Boulevard and Dan Kipper Drive, which is controlled with a one-way stop controlled. This intersection did not warrant a traffic signal under any of the scenarios analyzed in the TIA.

Significance Criteria per the City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide

Consistent with Exhibit F of the *City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide*, September 2011, the TIA used LOS D as the target threshold to be maintained for all study area intersection analysis locations of Collector streets or higher classification streets. Per the City's General Plan Policy CCM-2.3, intersections that operate at LOS E or LOS F are considered to be deficient, with the exception of key locations such as City Arterials that are used by regional freeway bypass traffic, and at heavily traveled freeway intersections, which allow LOS E at peak hours as accepted by City staff on a case-by-case basis.

As described on the aforementioned Exhibit F, for projects that propose uses or intensities above that contained in the GP 2025, a significant impact would occur at a study intersection if peak-hour delays resulting from-Project traffic conditions increase by the following values:

- LOS A/B = 10.0 seconds
- LOS C = 8.0 seconds
- LOS D = 5.0 seconds
- LOS E = 2.0 seconds
- LOS F = 1.0 seconds

5.16.3 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the State CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant

components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- (Threshold B) conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- (Threshold C) result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- (Threshold D) substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses(e.g., farm equipment);
- (Threshold E) result in inadequate emergency access;
- (Threshold F) conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

5.16.4 Project Design Features

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.

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 partial right-out only egress at each of their individual project driveways.

The Project will limit passenger car and truck egress onto Dan Kipper Drive by posting signs at all Project driveways that indicate only right turns onto Lance Drive are permitted. In addition to signage, small barriers will be placed at the all three driveways which will aid in limiting left-out turns onto Lance Drive. 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 Road. The Project proposes a slight realignment to that portion of Lance Drive shown as Lot A on TPM 36879. (**Figure 3-8 – Tentative Parcel Map.**) Per the *Sycamore Business Park Specific Plan*, existing Lance Drive is designated as a 2-lane 74 foot Collector Street.

The Project also proposes a trail at the southeastern portion of the Project site with a trail into Sycamore Canyon Wilderness Park and a Fire Access/Parks Maintenance Road leading from the southerly driveway of Building 2 into Sycamore Canyon Wilderness Park (**Figure 3-10 – Site Plan**).

5.16.5 Environmental Impacts before Mitigation

Threshold A: *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

For the purposes of this threshold, an impact will be considered “substantial” if the Project contributes to a LOS D exceedance on a City-maintained intersection within the Project’s study area, unless the City determines that LOS E is acceptable per GP 2025 Circulation and Mobility Element Policy CCM-2.3 or if peak-hour delays resulting from Project traffic conditions exceed the standards set forth in the *City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide*. Further, it is assumed that the Project has an opening year of 2018.

Project Trip Generation

Implementation of the proposed Project will result in the construction of two logistics buildings, totaling 1,375,169 million square feet, which will operate for 24-hours a day, seven days a week. Using the Project-specific trip generation rates identified in **Table 5.16- F –Project Trip Generation Rates**, the proposed Project is projected to generate approximately 2,409 daily trip-ends, including 157 trip-ends during the AM peak hour and 172 trip-ends during the PM peak hour. Additionally, the proposed Project is anticipated to generate approximately 3,801 daily trip-ends and 223 trip-ends during the AM peak hour and 260 trip-ends during the PM peak hour in passenger car equivalence (PCE). Specifically, the PCE is the number of passenger cars that will result in the same operational conditions as a single heavy vehicle of a particular type. Please refer to **Table 5.16-G – Project Trip Generation in PCE**, below for the proposed Project’s PCE daily trip-ends.

Table 5.16-F – Project Trip Generation Rates^a

Land Use	Quantity ^b	Unit	Peak Hour Trip Rates						Daily
			AM			PM			
			Total	In	Out	Total	In	Out	
High-Cube Warehouse (Building 1)	1013	TSF ^c							
Passenger Cars			81	56	25	81	25	56	1,054
Trucks (2 Axle)			5	3	2	7	2	5	110
Trucks (3 Axle)			7	5	2	9	3	6	147
Trucks (4 Axle)			18	13	5	25	8	17	391
Building 1 Total			111	77	34	122	38	84	1702
High-Cube Warehouse (Building 2)	420.6	TSF ^b							
Passenger Cars			33	23	10	33	11	22	438
Trucks (2 Axle)			2	2	1	3	1	2	46
Trucks (3 Axle)			3	2	1	4	1	3	61
Trucks (4 Axle)			8	5	2	10	3	7	162
Building 2 Total			46	32	14	50	16	34	707
Project Total			157	109	48	172	54	118	2,409

Notes:

- a Source: TIA, Table 4-2- Project Trip Generation, Appendix J
- b Subsequent to the traffic modeling, the size of Building 2 was reduced from 420,604 SF to 362,174 SF. Because the proposed Project is actually smaller than what was modeled, the modeling results present a conservative analysis of traffic impacts.
- c TSF = 1,000 square feet gross floor area.

Table 5.16-G – Project Trip Generation in PCE^{a, b}

Land Use	Quantity ^c	Unit	Peak Hour Trip Rates						Daily
			AM			PM			
			Total	In	Out	Total	In	Out	
High-Cube Warehouse (Building 1)	1013	TSF ^d							
Passenger Cars			81	56	25	81	25	56	1,054
Trucks (2 Axle)			8	5	3	11	3	8	165
Trucks (3 Axle)			14	10	4	18	6	12	294
Trucks (4 Axle)			54	39	15	75	24	51	1,173
Building 1 Total			157	110	47	185	58	127	2,686

Land Use	Quantity ^c	Unit	Peak Hour Trip Rates						Daily
			AM			PM			
			Total	In	Out	Total	In	Out	
High-Cube Warehouse (Building 2)	420.6	TSF ^c							
Passenger Cars			33	23	10	33	11	22	438
Trucks (2 Axle)			3	3	2	5	2	3	69
Trucks (3 Axle)			6	4	2	8	2	6	122
Trucks (4 Axle)			24	15	6	30	9	21	486
Building 2 Total			66	45	20	76	24	52	1,115
Project Total			223	155	67	260	82	179	3,801

Notes:

a Source: TIA, Table 4-3 – Project Trip Generation (in PCE), Appendix J

b PCE = Passenger Car Equivalent for Trucks.

c Subsequent to the traffic modeling, the size of Building 2 was reduced from 420,604 SF to 362,174 SF. Because the proposed Project is actually smaller than what was modeled, the modeling results present a conservative analysis of traffic impacts.

d TSF = 1,000 square feet gross floor area

Level of Service

Future roadway intersection performance is determined by evaluating existing traffic conditions (**Table 5.16-C– Intersection LOS, Existing Conditions (2015)**) and comparing those results to future scenarios. Project-specific impacts were determined by comparing future scenarios that do not include Project traffic to scenario results that do include Project traffic. The following scenarios are evaluated in the TIA and discussed in this section of the DEIR:

- existing (baseline) plus Project (E+P) (2015); and
- existing plus traffic from 2% ambient growth (ambient) plus Project (E+A+P) (2018) with and without improvements; and
- existing plus ambient plus Project plus traffic from cumulative development projects (E+A+P+C).³

Existing Plus Project (E+P)

Table 5.16-H – Intersection LOS, Existing Plus Project Conditions (E+P) (2015) presents the projected delay and levels of service at the study intersections under the existing plus Project traffic conditions. As indicated in **Table 5.16-H**, the levels of service range from LOS B to LOS D with and without the Project. This indicates that the all study area intersections are projected to operate at acceptable levels of service during the peak hours with existing geometrics (i.e., without any road improvements). (WEBB, p. 5-1) The LOS at Intersection 7, Sycamore Canyon Boulevard (NS)/Eastridge Avenue (EW), will change from LOS C to LOS D

³ Cumulative development projects account for other approved and pending projects located within the Project’s vicinity.

as a result of Project traffic. However, because LOS D is acceptable, this change is not significant.

Table 5.16-H – Intersection LOS, Existing Plus Project Conditions^a (E+P) (2015)

Intersection	Peak Hour	Without Project (E)			With Project (E+P)		
		Traffic Control ^b	Delay ^c (sec)	LOS	Traffic Control ^b	Delay ^c (sec)	LOS
1. I-215 Northbound Ramps (NS) / Fair Isle Drive – Box Springs Road (EW)	AM PM	TS	36.7 19.7	D B	TS	36.8 19.6C	D B
2. Sycamore Canyon Boulevard (NS) / Fair Isle Drive (EW)	AM PM	TS	25.6 25.6	C C	TS	25.9 26.0	C C
3. Sycamore Canyon Boulevard (NS) / I-215 Southbound Ramps (EW)	AM PM	TS	17.5 12.2	B B	TS	17.7 12.1	B B
4. Sycamore Canyon Boulevard (NS) / Dan Kipper Drive (EW)	AM PM	OWSC	12.2 12.0	B B	OWSC	12.3 12.1	B B
5. Sycamore Canyon Boulevard (NS) / Box Springs Boulevard (EW)	AM PM	TS	14.2 12.1	B B	TS	14.3 12.0	B B
6. Sycamore Canyon Boulevard (NS) / Sierra Ridge Drive (EW)	AM PM	TS	10.3 11.1	B B	TS	12.7 13.9	B B
7. Sycamore Canyon Boulevard (NS) / Eastridge Avenue (EW)	AM PM	TS	32.6 23.7	C C	TS	40.9 24.3	D C
8. Box Springs Boulevard (NS) / Eastridge Avenue (EW)	AM PM	TS	31.3 28.2	C C	TS	31.5 28.8	C C
9. I-215 Ramps (NS) / Eastridge Avenue- Eucalyptus Avenue (EW)	AM PM	TS	24.1 22.8	C C	TS	23.8 23.3	C C

Notes:

a Source: TIA, Table 5-1 – Intersection Levels of Service – Existing Plus Project Conditions (2015), Appendix J

b TS = Traffic Signal; OWSC = One way stop controlled

c Delay and LOS were calculated in the TIA using Vistro (version 3.00, 2014) for signalized and unsignalized intersections. Per the 2010 Highway Capacity Manual, overall average intersection delay and LOS are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.

Table 5.16-I – Freeway Segment Level of Service E+P (2015) (on the following page) presents projected AM and PM peak hour non-PCE volumes, densities and levels of service at the study freeway segments. As shown in this table, levels of service for AM peak hour traffic with and without the Project ranges from LOS B to D. Five of the six study segments indicate that there is no change in the LOS for any of the six study segments with the addition of Project traffic, Levels of service for PM peak hour traffic with and without the Project are LOS C and D. However, the LOS for the I-215 Northbound on-ramp at Fair Isle –Box Springs will change from LOS C to LOS D. Because Caltrans considers LOS D to be a region-wide acceptable level of service (WEBB, p. 3-9; CT, p. 2), this change is not significant. Therefore, with Project-generated traffic, all of the study freeway segments are expected to operate at the target LOS D or better during the peak hours and none of the study freeway segments are expected to be significantly impacted. (WEBB, p. 5-1)

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Table 5.16-I – Freeway Segment Level of Service^a E+P (2015)

Freeway Direction of Travel From/To or Junction	Segment Type	Lanes		Without Project (E)				With Project (E+P)							
				AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour			
		Main	Ramp	Density ^b (pc/mi/ln)	LOS	Density ^b (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density ^b (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density ^b (pc/mi/ln)	LOS
I-215 Northbound															
1. Eastridge-Eucalyptus Off	Diverge	3	1	30.8	D	34.1	D	4586	659	30.9	D	5,322	669	34.2	D
2. Eastridge-Eucalyptus On	Merge	3	1	24.6	C	29.6	D	3927	348	24.7	C	4653	550	30.0	D
3. Fair Isle-Box Springs On	Merge	4	1	32.7	D	23.8	C	5819	1337	32.8	D	6897	680	31.2	D
I-215 Southbound															
4. Sycamore Canyon Boulevard Off	Basic	5	NA	13.1	B	20.3	C	4540	NA	13.2	B	6771	NA	20.3	C
5. Truck Bypass /Eastridge Off	Weave	4	1	25.2	C	29.4	D	4593	1051	25.5	C	5391	1072	29.5	D
		4	2					5239	405			5567	896		
6. Eastridge-Eucalyptus On	Merge	3	1	24.4	C	29.5	D	4195	380	24.5	C	4498	835	29.6	D

Notes:

a Source: TIA, Table 5-2– Freeway Segment Levels of Service – Existing Plus Project Conditions (2015), Appendix J

b Density and LOS were calculated in the TIA using HCS 2010 (version 6.0, 2014). Per the 2010 Highway Capacity Manual, freeway segment density and LOS are shown for merge and diverge segments, weaving segments, and basic segments.

Existing Plus Ambient Growth Plus Project (E+A+P) (2018)

Because the existing year traffic used in this analysis is 2015 and Project operations will commence in the first quarter of 2018, an ambient growth rate of two percent per year⁴ for a three year period was used to account for area-wide growth on existing roadways without the Project (E+A). Project-generated traffic was then added to determine the LOS at the study area intersections and freeway segments evaluated.

Table 5.16-J – Intersection LOS, Existing Plus Ambient Growth Plus Project Conditions (E+A+P) (2018), presents the projected delay and levels of service at the study intersections under the E+A+P traffic condition in addition to the type of traffic control measures that will exist with or without the Project. As shown in **Table 5.16-J**, the levels of service range from LOS B to LOS D with and without the Project. Further, in the E+A+P condition, none of the study area intersections will experience a change in LOS due to Project traffic. (WEBB, p. 5.5)

**Table 5.16-J – Intersection LOS,
 Existing Plus Ambient Growth Plus Project Conditions^a (E+A+P) (2018)**

Intersection	Peak Hour	Without Project (E+A)			With Project (E+A+P)		
		Traffic Control ^b	Delay (sec)	LOS	Traffic Control ^b	Delay (sec)	LOS
1. I-215 Northbound Ramps (NS) / Fair Isle Drive – Box Springs Road (EW)	AM	TS	39.6	D	TS	39.9	D
	PM		19.4	B		19.6	B
2. Sycamore Canyon Boulevard (NS) / Fair Isle Drive (EW)	AM	TS	28.2	C	TS	28.2	C
	PM		27.2	C		27.6	C
3. Sycamore Canyon Boulevard (NS) / I-215 Southbound Ramps (EW)	AM	TS	18.8	B	TS	19.2	B
	PM		12.3	B		12.3	B
4. Sycamore Canyon Boulevard (NS) / Dan Kipper Drive (EW)	AM	OWSC	12.5	B	OWSC	12.7	B
	PM		12.3	B		12.4	B
5. Sycamore Canyon Boulevard (NS) / Box Springs Boulevard (EW)	AM	TS	15.8	B	TS	15.9	B
	PM		12.4	B		12.4	B

⁴ A two percent per year ambient growth rate is considered the industry standard for estimating growth in the region and was agreed upon during the traffic study scoping process. The majority of the anticipated growth within on existing roadways in the study area is accounted for with cumulative project traffic (WEBB, p. 4-1). This is discussed under the E+A+C+P condition.

Intersection	Peak Hour	Without Project (E+A)			With Project (E+A+P)		
		Traffic Control ^b	Delay (sec)	LOS	Traffic Control ^b	Delay (sec)	LOS
6. Sycamore Canyon Boulevard (NS) / Sierra Ridge Drive (EW)	AM	TS	10.7	B	TS	13.1	B
	PM		11.3	B		14.1	B
7. Sycamore Canyon Boulevard (NS) / Eastridge Avenue (EW)	AM	TS	35.5	D	TS	44.6	D
	PM		24.5	C		25.4	C
8. Box Springs Boulevard (NS) / Eastridge Avenue (EW)	AM	TS	31.8	C	TS	31.8	C
	PM		28.8	C		29.4	C
9. I-215 Ramps (NS) / Eastridge Avenue-Eucalyptus Avenue (EW)	AM	TS	23.8	C	TS	23.5	C
	PM		22.5	C		22.7	C

Notes:

a Source: TIA, Table 5-3 – Intersection Levels of Service – Existing Plus Ambient Growth Plus Project Conditions (2018), Appendix J

b TS = Traffic Signal; OWSC = One way stop controlled

Delay and LOS were calculated in the TIA using Vistro (version 3.00, 2014) for signalized and unsignalized intersections. Per the 2010 Highway Capacity Manual, overall average intersection delay and LOS are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.

Table 5.16-K – Freeway Segment Level of Service E+A+P (2018) (on page 5.16-37) displays the projected AM and PM peak hour non-PCE volumes, densities and levels of service at the study freeway segments. As shown in this table, LOS for AM peak hour traffic with the Project (E+A+P) and without the Project (E+A) ranges from LOS B to D. LOS for PM peak hour traffic with the Project (E+A+P) and without the Project (E+A) ranges from LOS C to E.

The LOS for the I-215 Northbound on-ramp at Fair Isle–Box Springs will change from LOS C in the E+A condition to LOS D in the E+A+P condition as a result of Project traffic. However, because Caltrans considers LOS D to be an acceptable level of service, this change is not significant.

The LOS for the I-215 Northbound off-ramp at Eastridge-Eucalyptus will change from LOS D in the existing traffic (year 2015) condition (**Table 5.16-I**) to LOS E with the addition of traffic from ambient growth without the Project (E+A). When Project traffic is added to traffic from ambient growth (E+A+P), the LOS at the I-215 Northbound off-ramp at Eastridge-Eucalyptus remains at LOS E. Although the addition of Project traffic is minimum in that it will only add 0.1 density to this freeway segment it is still considered to be operating at an unacceptable LOS and is therefore significant per Caltrans.

To restore satisfactory operations on freeway segments that operate at unsatisfactory conditions, capacity-enhancing improvements such as addition to lanes to the freeway would be required. These freeway facilities are under the jurisdiction of Caltrans and no mechanism to contribute fair share toward a required improvement is available. Further, Riverside County Transportation Commission's I-215 North Project is conceptual in nature; therefore, design of the project has not taken place. As a result, since these are improvements are under the exclusive control of Caltrans, the timing and funding of these improvements are currently unknown and neither, the City, as the lead agency, nor the Project proponent can contribute fair share fees or implement the required improvements needed, which must be designed and constructed by Caltrans, this impact is considered to be significant and unavoidable.

Table 5.16-K – Freeway Segment Level of Service^a E+A+P (2018)

Freeway Direction of Travel From/To or Junction	Segment Type	Lanes		Without Project (E+A)				With Project (E+A+P)							
				AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour			
		Main	Ramp	Density ^b (pc/mi/ln)	LOS	Density ^b (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density ^b (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density ^b (pc/mi/ln)	LOS
I-215 Northbound															
1. Eastridge-Eucalyptus Off	Diverge	3	1	32.1	D	35.5	E	4860	698	32.2	D	5641	709	35.6	E
2. Eastridge-Eucalyptus On	Merge	3	1	25.9	C	31.3	D	4163	368	26.0	C	4932	581	31.6	D
3. Fair Isle-Box Springs On ^c	Merge	4	1	23.7	D	27.6	C	6167	1417	23.9	D	7308	720	28.0+	D
I-215 Southbound															
4. Sycamore Canyon Boulevard Off	Basic	5	NA	13.8	B	21.8	C	4810	NA	14.0	B	7176	NA	21.9	C
5. Truck Bypass /Eastridge Off	Weave	4	1	27.1	C	31.6	D	4867	1114	27.3	C	5714	1136	31.7	D
		4	2					5554	427			5901	949		
6. Eastridge-Eucalyptus On	Merge	3	1	25.9	C	31.3	D	4447	402	25.9	C	4768	884	31.4	D

Notes:

- a Source: TIA, Table 5-4– Freeway Segment Levels of Service – Existing Plus Ambient Growth Plus Project Phase Conditions (2018), Appendix J
- b Density and LOS were calculated in the TIA using HCS 2010 (version 6.0, 2014). Per the 2010 Highway Capacity Manual, freeway segment density and LOS are shown for merge and diverge segments, weaving segments, and basic segments.
- c HOV lanes and HOV volumes not included in the mainline volume
- + Density is above LOS threshold, Number has been rounded down to the nearest tenth.

Existing Plus Ambient Growth Plus Project (E+A+P) with Improvements (2018)

Freeway segment improvements are proposed by the Riverside County Transportation Commission (RCTC) under a separate unrelated project known as the I-215 North Project. The I-215 North Project includes the addition of one high-occupancy vehicle (HOV or carpool) lane in both directions from Nuevo Road to the SR-60/I-215 freeway interchange. As shown in **Table 5.16-L- Freeway Segment Levels of Service, Existing Plus Ambient Growth Plus Project with I-215 Project (E+A+P+I) (2018)**, once the carpool lane is added, the LOS at the Eastridge-Eucalyptus off-ramp will operate at LOS D.

The I-215 North Project is funded by Measure “A”. Both the I-215 South and I-215 Central Projects have already been completed and the north portion which encompasses the Project site will begin design and construction in the future. According to traffic volumes at the intersection of Box Springs-Fair Isle Drive, the HOV lane will be constructed to allow for approximately 80 percent of a multi-flow lane in the AM peak hour and 50 percent in the PM peak hour; thus, further reducing the volume of traffic even with the construction of the proposed Project. Thus, no improvements beyond what are proposed by the Project and discussed in Section 5.16-4 (Project Design Considerations) are required

Table 5.16-L – Freeway Segment Level of Service E+A+P with I-215 Project^a (2018)

Freeway Direction of Travel From/To or Junction	Segment Type	Lanes		Without I-215 North Project ^b								With I-215 Project ^b					
				Without Project				With Project				Lanes		With Project			
				AM Peak		PM Peak		AM Peak		PM Peak				AM Peak		PM Peak	
		Main	Ramp	Density ^c (pc/min/I)	LOS	Density ^c (pc/min/I)	LOS	Density ^c (pc/min/I)	LOS	Density ^c (pc/min/I)	LOS	Main	Ramp	Density ^c (pc/min/I)	LOS	Density ^c (pc/min/I)	LOS
Eastridge-Eucalyptus Off	Diverge	3	1	32.1	D	35.5	E	32.2	D	35.6	E	3	1	27.3	C	32.1	D

Notes:

a Source: TIA, Table 5-5– Freeway Segment Levels of Service – Existing Plus Ambient Growth Plus Project with Improvements (2018), Appendix J

b I-215 North Project will add one HOV lane in both directions from Nuevo Road to the SR 60/I-215 Interchange

c Density and LOS were calculated in the TIA using HCS 2010 (version 6.0, 2014). Per the 2010 Highway Capacity Manual, freeway segment density and LOS are shown for merge and diverge segments, weaving segments, and basic segments

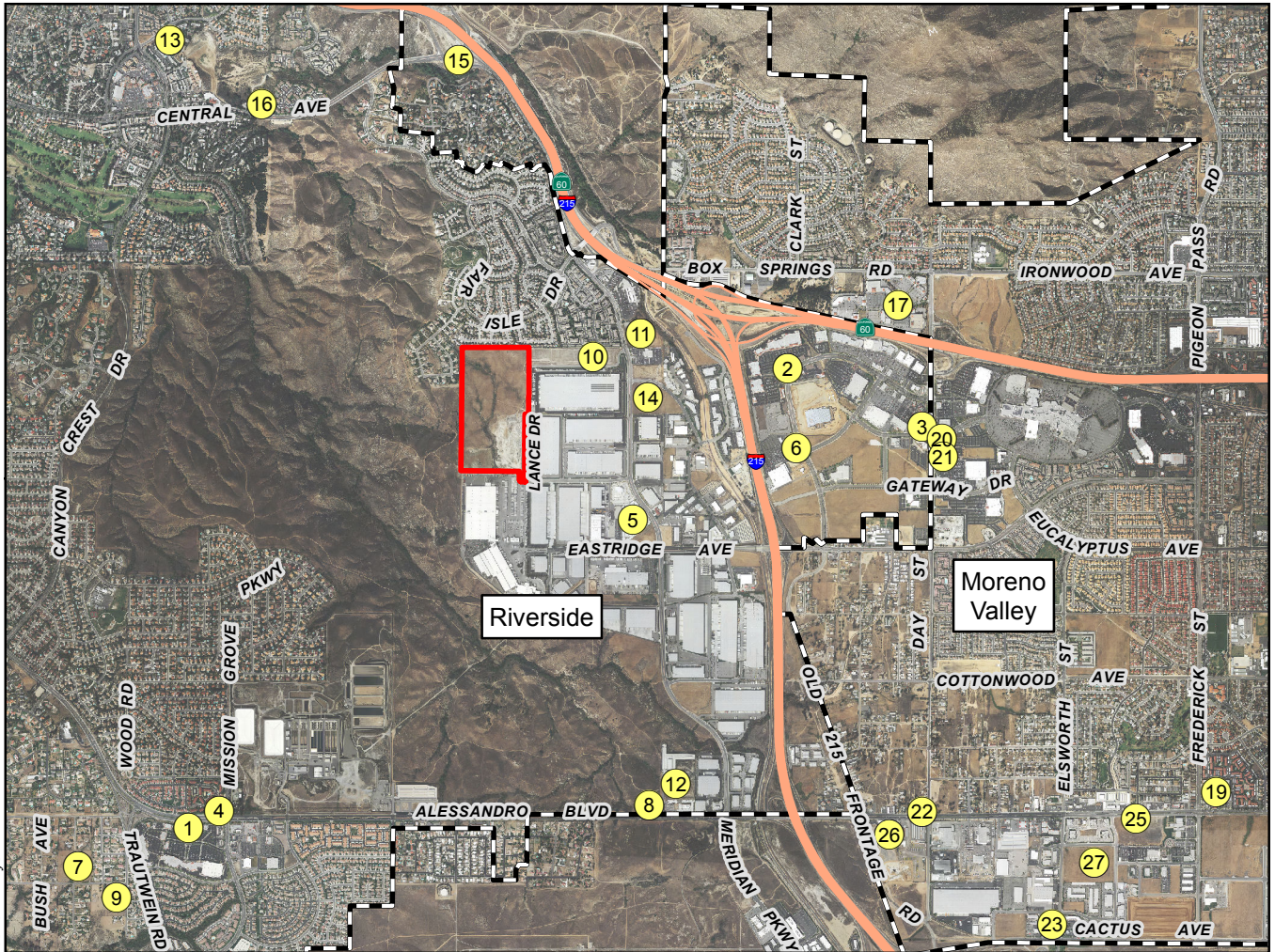
Existing Plus Ambient Plus Project Plus Traffic from Cumulative Development Projects (E+A+P+C)⁵

Pursuant to State *CEQA Guidelines* Section 15130, an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. To ascertain Project impacts to Study Area intersections and streets in combination with other approved and pending projects in the vicinity, an analysis of the existing traffic, plus traffic from ambient growth, plus traffic from cumulative development projects, plus Project traffic (E+A+C+P) was performed.

In order to comply with State *CEQA Guidelines* Section 15130(b)(1)(A), a list of past, present, and probable future projects that have the potential to be cumulatively considerable was developed. Based on discussions with City staff, 16 projects within the City and 12 projects within the City of Moreno Valley were determined to have the potential to contribute to cumulative effects (see **Figure 5.16-9 – Cumulative Development Location Map**). In determining the appropriate proximity to the Project for the cumulative development projects, the City included all related development projects in the City and the City of Moreno Valley. **Table 5.16-M – Cumulative Development Trip Generation** (commencing on the page following **Figure 5.16-9**) identifies each cumulative development projects and the expected trip generation.

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⁵ Cumulative development projects account for other approved and pending projects located within the Project's vicinity.



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City of Riverside

- 1. P07-1181/P07-0593
- 2. P08-0274/P08-0275
- 3. P10-0090/P10-0091
- 4. P12-0419/P12-0557/P12-0558/P12-0559
- 5. P14-0457
- 6. P14-0536/P14-0537
- 7. P07-1073
- 8. P07-1028/P06-0416/P06-0418/P06-0419/
P06-0421/P07-0102
- 9. P13-0665
- 10. P14-1053/P14-1054
- 11. P13-0553/P13-0554/P13-0583/P14-0065
- 12. P14-0600/P14-0601/P14-0602/P15-0044
- 13. P12-0309
- 14. P13-0607/P13-0608/P13-0609/P13-0854
- 15. P14-0246
- 16. Quail Run Apartments

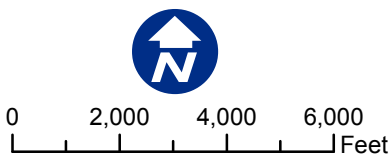
City of Moreno Valley

- 17. Canyon Springs Plaza: Club Status
- 18. O'Reilly Automotive
- 19. Plaza Del Sol: Restaurant
- 20. TownGate Promenade: Rivals Sports Bar
- 21. TownGate Promenade: Aldi Market
- 22. Yum Yum Donut Shop
- 23. Hawthorn Inn & Suites
- 24. Olivewood Plaza: Sleep Inn Suites
- 25. Moreno Valley Professional Center
- 26. Gateway Business Park
- 27. Veterans Wy Logistics Center
- 28. World Logistics Center

LEGEND

- Project Boundary
- 1 Development Projects

Source: Traffic Impact Analysis,
Webb Associates, May 2016.



**Figure 5.16-9 - Cumulative
Development Location Map**
Sycamore Canyon Business Park Buildings 1 and 2 DEIR

Table 5.16-M – Cumulative Development Trip Generation^a

No. on Figure 5.16-9	Project (Case Number) Project Location	Land Use	Quantity	Status	Net Trips ^b		
					AM Peak Hour	PM Peak Hour	Daily
Projects within the City of Riverside							
1	Auto Parts Store in Mission Plaza P07-1181/P07-0593 381 Alessandro Blvd	Auto parts store	1.5 TSF	Approved (5/6/2008) Not constructed	33	67	407
2	Proposed bank in Canyon Crossings Shopping Center P08-274/P08-0275 2570 Canyon Springs Pkwy	Commercial bank with drive-thru lane	2,746 SF	Approved (9/9/08) Not constructed	23	43	373
3	ARCO and <i>ampm</i> Market P10-0090/P10-0091 6287 Day Street	Gasoline station with convenience market	2,700 SF	Approved (6/8/2010) Open	8	12	299
4	Chase Bank (P12-0419/P12-0557/ P12-0558/P12-0559) 360 Alessandro Boulevard	Bank with two-lane drive-thru	3,100 SF	Approved (5/7/2013) Not constructed	33	62	526
5	Health and Fitness Center (P14-0457) 6465 Sycamore Canyon Boulevard	Interior remodel for a health and fitness center within existing 92,410 SF two-story office building	4,000 SF	Approved (6/30/2014) Constructed	6	14	132
6	Steak and Shake (P14-0536/P14-0537) Northwesterly corner of Valley Springs Parkway and Corporate Center Drive	Fast food restaurant with drive-thru restaurant	3,750 SF	Application submitted	86	60	1,714
7	Tract Map 32180 (P07-1073) North of the intersection of Moss Road and Pear Street	Nine lot subdivision for single family residences	9 DU	Approved (6/5/2008) Construction has not started	7	9	86

Table 5.16-M – Cumulative Development Trip Generation^a

No. on Figure 5.16-9	Project (Case Number) Project Location	Land Use	Quantity	Status	Net Trips ^b		
					AM Peak Hour	PM Peak Hour	Daily
8	Alessandro Business Center (P07-1028/P06-0416/ P06-0418/P06-0419/ P06-0421/P07-0102) Northwest corner of Alessandro Boulevard and San Gorgonio Drive	Four industrial/ manufacturing buildings.	662,018 SF	Approved (3/9/2010) Construction complete	105	120	1,714
9	Tract Map 36641 (P13-0665) Southwest corner of Wood Road and Moss Street	Eight lot subdivision for single family residences	8 DU	Approved (4/17/2014) Construction has not started	6	8	76
10	CT Sycamore Center (P14-1053/P14-1054) Northwest corner of Dan Kipper Drive and Sycamore Canyon Boulevard	Five buildings with warehouse and office space in each building.	230,420 SF total (205,4720 SF warehouse and 25,000 SF office)	Approved (4/30/2015) Construction complete	42	50	703
11	Sycamore Canyon Apartments (P13-0553/P13-0554/ P13-0583/P14-0065) 5940 – 5980 Sycamore Canyon Boulevard (Between Raceway Ford and Raceway Nissan)	Multi-family residential	275 DU	Approved (10/9/2014) Construction has not started	140	171	1,829
12	Mt. Baldy Drive/San Gorgonio Drive Industrial Project (P14-0600/P14-0601/ P14-0602/P15-0044) Southeast corner of Mt. Baldy Drive and San Gorgonio Drive	Multiple- tenant industrial building	121,390 SF	Approved (6/9/2015) Under construction	189	181	1,339
13	Street Vacation for an Apartment Project (P12-0309) Monte Vista Drive and Pollard Street	Apartment building	88 DU	Construction of apartment project has not started	45	55	585

Table 5.16-M – Cumulative Development Trip Generation^a

No. on Figure 5.16-9	Project (Case Number) Project Location	Land Use	Quantity	Status	Net Trips ^b		
					AM Peak Hour	PM Peak Hour	Daily
14	Sycamore Canyon Industrial Warehouse Development (P13-0607/P13-0608/P13-0609/P13-0854) 6150 Sycamore Canyon Boulevard	Industrial building	171,616 SF	Approved (5/13/2014) Construction complete	367	283	2,710
15	Annexation 118 (P14-0246/P14-1059/P14-0901) Northwest corner of Sycamore Canyon Boulevard and Central Ave.	Annexation, GPA, and Pre-Zoning for a retail commercial shopping center	102,000 SF	Approved (7/28/2015) Construction has not started	98	251	4,242
16	Quail Run Apartments (P14-0683/P14-0684/P14-0685/P15-1080/P15-1081/P15-1082) Northwest corner of Quail Run Road and Central Avenue)	Multi-family residential	216 DU	Approved (07/26/16)	112	136	1,463
Projects within the City of Moreno Valley							
17	Status Nightclub and Lounge Canyon Springs Plaza	Nightclub	11,000 SF	Open for business	0	72	936
18	O'Reilly Automotive 23334 Sunnymead Boulevard	Auto parts store	7,500 SF	Open for business	17	26	445
19	Available Restaurant Space Plaza Del Sol Shopping Center 23060 Alessandro Boulevard	Restaurant	9,000 SF	Available	97	51	1,106
20	Rivals Sports Bar & Grill TownGate Promenade	Sports bar & grill	6,452 SF	In plan check	70	51	807
21	Aldi Market 12630 Day Street (TownGate Promenade)	Grocery market	20,300 SF	Open for business	51	169	1,844

Table 5.16-M – Cumulative Development Trip Generation^a

No. on Figure 5.16-9	Project (Case Number) Project Location	Land Use	Quantity	Status	Net Trips ^b		
					AM Peak Hour	PM Peak Hour	Daily
22	Yum Yum Donut Shop Northwest corner of Day Street and Alessandro Boulevard	Donut shop and convenience store	4,351 SF	In planning	306	122	3,562
23	Hawthorn Inn & Suites Cactus Commerce Center Cactus Avenue	Four-story Hotel	79 guest rooms	Approved Not constructed	42	47	645
24	Sleep Inn Suites Olivewood Plaza Sunnymead Boulevard	Three-story Hotel	66 guest rooms	Approved Not constructed	35	40	539
25	Moreno Valley Professional Center Alessandro Boulevard east of Ellsworth Street	Four Office buildings	84,000 SF	Approved	131	125	927
26	Gateway Business Park South of Alessandro Boulevard west of Day Street	34 Industrial condominiums between 5,000 and 10,000 SF	184,000 SF	Approved	395	303	2,906
27	Veterans Way Logistics Center	Distribution facility	366,698 SF	Under construction	58	67	973
28	World Logistics Center	Corporate park specific plan	41 million SF total	Approved (8/26/2015) Construction has not started	3,925	4,287	50,753
Total (in PCE)					6,397	6,820	83,365

Notes

- a Source: TIA, Table 4-4– Cumulative Projects within the Study Area, Appendix J
- b Net trips are total trips less pass-by trips.

As shown on **Table 5.16-N**, 8 of the 9 study area intersections will operate at LOS B, C, or D for the existing plus ambient growth plus cumulative development project traffic condition (E+A+C). Under the E+A+C scenario, Intersection 9 (Sycamore Canyon Boulevard (NS)/Dan Kipper Drive (EW)) will operate at LOS F. With the addition of Project related traffic (E+A+C+P), there is no change in LOS for 8 of the 9 intersections and Intersection 9 (Sycamore Canyon Boulevard (NS)/Dan Kipper Drive (EW)) will continue to operate at LOS F.

In evaluating a project’s impact to an intersection operating at LOS F, Exhibit F of the City’s Traffic Impact Analysis Guidelines indicates that a peak hour delay of 1.0 seconds is

considered unacceptable. Because the delay attributable to Project traffic is only 0.9 seconds, cumulative impacts to study area intersections are not significant and no mitigation is required.

Table 5.16-N – Intersection LOS, Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions^a (E+A+C+P) (2018)

Intersection	Peak Hour	Without Project (E+A+C)			With Project (E+A+C+P)			Delay Due to Project (sec)
		Traffic Control ^b	Delay ^c (sec)	LOS	Traffic Control ^b	Delay ^c (sec)	LOS	
1. I-215 Northbound Ramps (NS) / Fair Isle Drive – Box Springs Road (EW)	AM	TS	40.5	D	TS	40.8	D	0.3
	PM		19.1	B		19.0	B	-0.1
2. Sycamore Canyon Boulevard (NS) / Fair Isle Drive (EW)	AM	TS	29.5	C	TS	29.6	C	0.1
	PM		29.5	C		30.0	C	0.5
3. Sycamore Canyon Boulevard (NS) / I-215 Southbound Ramps (EW)	AM	TS	20.0	B	TS	20.4	C	0.4
	PM		12.4	B		12.5	B	0.4
4. Sycamore Canyon Boulevard (NS) / Dan Kipper Drive (EW)	AM	OWSC	52.9	F	OWSC	53.8	F	0.9
	PM		27.5	D		28.4	D	
5. Sycamore Canyon Boulevard (NS) / Box Springs Boulevard (EW)	AM	TS	18.0	B	TS	18.1	B	0.1
	PM		13.6	B		13.7	B	0.1
6. Sycamore Canyon Boulevard (NS) / Sierra Ridge Drive (EW)	AM	TS	11.1	B	TS	13.7	B	2.6
	PM		11.2	B		14.1	B	2.9
7. Sycamore Canyon Boulevard (NS) / Eastridge Avenue (EW)	AM	TS	41.8	D	TS	53.0	D	11.2
	PM		24.6	C		26.1	C	1.5
8. Box Springs Boulevard (NS) / Eastridge Avenue (EW)	AM	TS	32.2	C	TS	32.1	C	-0.1
	PM		36.2	D		36.9	D	0.7

Intersection	Peak Hour	Without Project (E+A+C)			With Project (E+A+C+P)			Delay Due to Project (sec)
		Traffic Control ^b	Delay ^c (sec)	LOS	Traffic Control ^b	Delay ^c (sec)	LOS	
9. I-215 Ramps (NS) / Eastridge Avenue-Eucalyptus Avenue (EW)	AM	TS	22.7	C	TS	22.3	C	-0.4
	PM		22.5	C		22.7	C	0.2

Notes:

a Source: TIA, Table 5-3 – Intersection Levels of Service – Existing Plus Ambient Growth Plus Project Conditions (2018), Appendix J

b TS = Traffic Signal; OWSC = One way stop controlled

c Per the 2010 Highway Capacity Manual, overall average intersection delay and LOS are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.

As shown in **Table 5.16-O – Freeway Segment Level of Service E+A+C+P (2018)** (on the following page), LOS for AM peak hour traffic with the Project (E+A+C+P) and without the Project (E+A+C) ranges from LOS B to E and the addition of Project traffic will not change the LOS on any of the 6 study area segments. LOS for PM peak hour traffic with the Project (E+A+P) and without the Project (E+A) ranges from LOS C to F; the addition of Project traffic will not change the LOS on any of the study intersections.

The PM peak hour LOS for the I-215 Northbound off-ramp at Eastridge-Eucalyptus changed from LOS D in the E+A (year 2018) condition (**Table 5.16-K**) to LOS E with the addition of traffic from the cumulative development projects without the Project (E+A+C). When Project traffic is added to the E+A+C condition (E+A+C+P), the LOS at the I-215 Northbound off-ramp at Eastridge-Eucalyptus remains at LOS E (**Table 5.16-O**). AM peak hour LOS for the I-215 Northbound on-ramp at Fair Isle-Box Springs changed from LOS C in the E+A condition (**Table 5.16-K**) to LOS E in the E+A+C condition (**Table 5.16-O**). Under the E+A+C+P condition, LOS at the I-215 Northbound off-ramp at Fair Isle-Box Springs remains at LOS E. The PM peak hour LOS for the I-215 Northbound on-ramp at Fair Isle-Box Springs changed from LOS C in the E+A condition (**Table 5.16-K**) to LOS F in the E+A+C condition (**Table 5.16-O**). Under the E+A+C+P condition, LOS at the I-215 Northbound off-ramp at Fair Isle-Box Springs remains at LOS F. Thus, the addition of Project-related traffic to an already failing freeway ramp is significant.

Table 5.16-O – Freeway Segment Level of Service^a E+A+C+P (2018)

Freeway Direction of Travel From/To or Junction	Segment Type	Lanes		Without Project (E+A+C)				With Project (E+A+C+P)							
				AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour			
		Main	Ramp	Density ^b (pc/mi/ln)	LOS	Density ^b (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density ^b (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density ^b (pc/mi/ln)	LOS
I-215 Northbound															
1. Eastridge-Eucalyptus Off	Diverge	3	1	32.8	D	36.0	E	4967	799	32.9	D	5727	773	36.0	E
2. Eastridge-Eucalyptus On	Merge	3	1	26.2	C	32.0	D	4169	394	26.3	C	4954	657	32.3	D
3. Fair Isle-Box Springs On ^c	Merge	4	1	36.2	E	36.6	F	6635	1,436	36.3	E	8342	739	37.0	F
I-215 Southbound															
4. Sycamore Canyon Boulevard Off	Basic	5	NA	24.2	B	24.2	C	5831	NA	17.1	B	7761	NA	24.3	C
5. Truck Bypass /Eastridge Off	Weave	4	1	31.8	C	31.8	D	4940	1,130	27.8	C	5744	1,142	31.9	D
		4	2					5554	516			5901	985		
6. Eastridge-Eucalyptus On	Merge	3	1	32.0	C	32.0	D	4,447	448	26.3	C	4768	979	32.2	D

Notes:

^a Source: TIA, Table 5-7– Freeway Segment Levels of Service – Existing Plus Ambient Growth Plus Cumulative Project Phase Conditions (2018), Appendix J

^b Density and LOS were calculated in the TIA using HCS 2010 (version 6.0, 2014).

^c HOV lanes and HOV volumes not included in the mainline volume

Existing Plus Ambient Growth Plus Cumulative Development Plus Project (E+A+C+P) with Improvements (2018)

With the addition of the following improvements, a satisfactory LOS will be achieved at the Eastridge-Eucalyptus I-215 Northbound off-ramp and the Fair Isle-Box Springs I-215 Northbound on-ramp:

- One HOV lane for northbound I-215 at the Eastridge-Eucalyptus off-ramp (this improvement is part of the I-215 North Project)
- One mainline mixed flow lane for northbound I-215 at Fair Isle Drive-Box Springs Drive on-ramp.

Table 5.16-P – Freeway Segment Level of Service E+A+P with Improvements^a (2018)

Freeway Direction of Travel From/To or Junction	Segment Type	Lanes		Without Improvements								With Improvements					
				Without Project				With Project				Lanes		With Project			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak				PM Peak			
		Main	Ramp	Density ^c (pc/min/l)	LOS	Density ^c (pc/min/l)	LOS	Density ^c (pc/min/l)	LOS	Density ^c (pc/min/l)	LOS	Main	Ramp	Density ^c (pc/min/l)	LOS	Density ^c (pc/min/l)	LOS
1. Eastridge-Eucalyptus Off ^b	Diverge	3	1	32.8	D	36.0	E	32.9	D	36.0	E	3	1	28.0-	C	32.6	D
3. Fair Isle-Box Springs On	Merge	4	1	36.2	E	36.6	F	36.3	E	37.0	F	5	1	30.2	D	28.7	D

Notes:

^a Source: TIA, Table 5-8– Freeway Segment Levels of Service – Existing Plus Ambient Growth Plus Cumulative Plus Project with Improvements (2018), Appendix J

^b I-215 North Project will add one HOV lane in both directions from Nuevo Road to the SR 60/I-215 Interchange

^c Density and LOS were calculated in the TIA using HCS 2010 (version 6.0, 2014).

- Density is below LOS threshold. Number shown has been rounded to the nearest tenth.

The improvements identified above are under the jurisdiction of Caltrans and no mechanism to contribute fair share toward a required improvement is available. Further, Riverside County Transportation Commission's I-215 North Project is conceptual in nature; therefore, design of the project has not taken place. As a result, since these are improvements are under the exclusive control of Caltrans, the timing and funding of these improvements are currently unknown and neither, the City, as the lead agency, nor the Project proponent can contribute fair share fees or implement the required improvements needed, which must be designed and constructed by Caltrans. Fair share payment may be paid when there is an identified fund and where it is reasonably foreseeable that the mitigation will be installed. Because Caltrans has no fund established to receive payment and the timing of these improvements are unknown, this impact is considered to be significant and unavoidable.

Buildout per the General Plan 2025

Cumulative impacts to transportation/traffic could be significant if the addition of Project-related traffic combined with the traffic expected at buildout per the GP 2025 results in any study area intersection operating at LOS E or F, except at some key locations, such as City arterial roadways which are used as a freeway bypass by regional through traffic and at heavily traveled freeway interchanges, LOS E may be acceptable as determined on a case-by-case basis (GP 2025, p. CCM-11). Sycamore Canyon Boulevard between Central Avenue and Box Springs/Fair Isle is one of the streets identified to operate at LOS E or F at buildout of the GP 2025 as a result of regional cut-through traffic. With regard to these streets, the GP 2025 FPEIR states that a decision was made (following discussion of the Circulation Element components at the Citizens Advisory Committee, Planning Commission, and City Council) not to build larger roadways for the purpose of accommodating regional cut-through traffic. As part of this decision, it was determined that LOS E or F would be acceptable for these roadways. (GP 2025 FPEIR, p. 5.15-33)

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Site Queuing

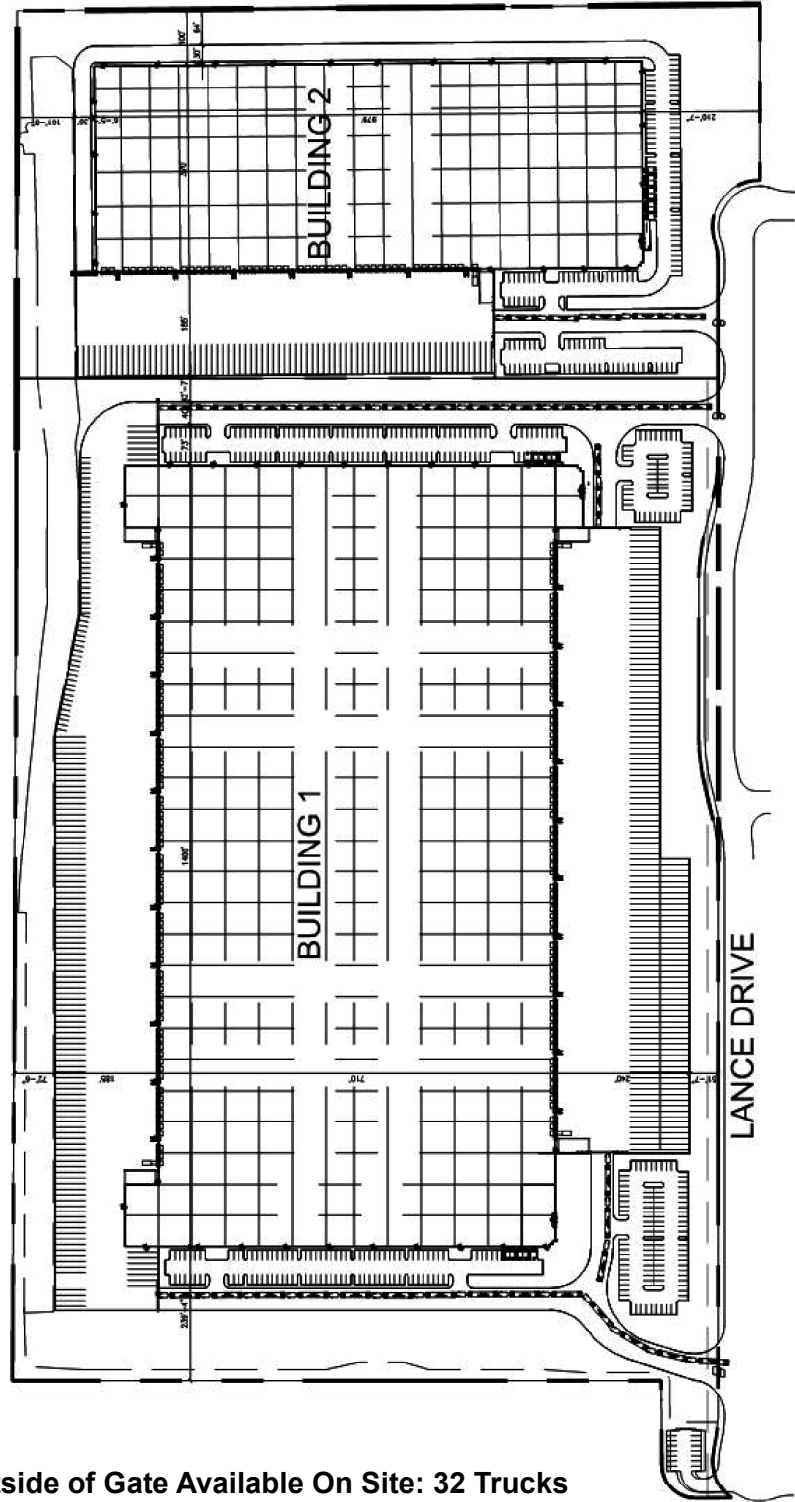
The DEIR evaluates the Project assuming 24-hour a day, seven day a week operations. This means trucks arriving at the Project site would be able to enter and not have to wait for the operator to open the gates. Because the Project operator is unknown at this time and it has been noted that similar logistics uses in the City have resulted in trucks queuing on public streets, this section analyzes the potential for the Project to result in trucks queuing onto public streets while waiting for the operator to open the gates in the morning to accept deliveries.

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 Rates**, 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 as shown below on **Figures 5.16-10 – Site Queuing Analysis with 53' Trailer Trucks** and **5.16-11 – Site Queuing Analysis with 48' Trailer Trucks**.

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 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. Parking on Lance Drive and Sierra Ridge Drive is not permitted.

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.

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Building 1 Queuing Outside of Gate Available On Site: 32 Trucks
Building 2 Queuing Outside of Gate Available On Site: 5 Trucks

**Figure 5.16-10 - Site Queuing Analysis
with 53' Trailer Trucks**

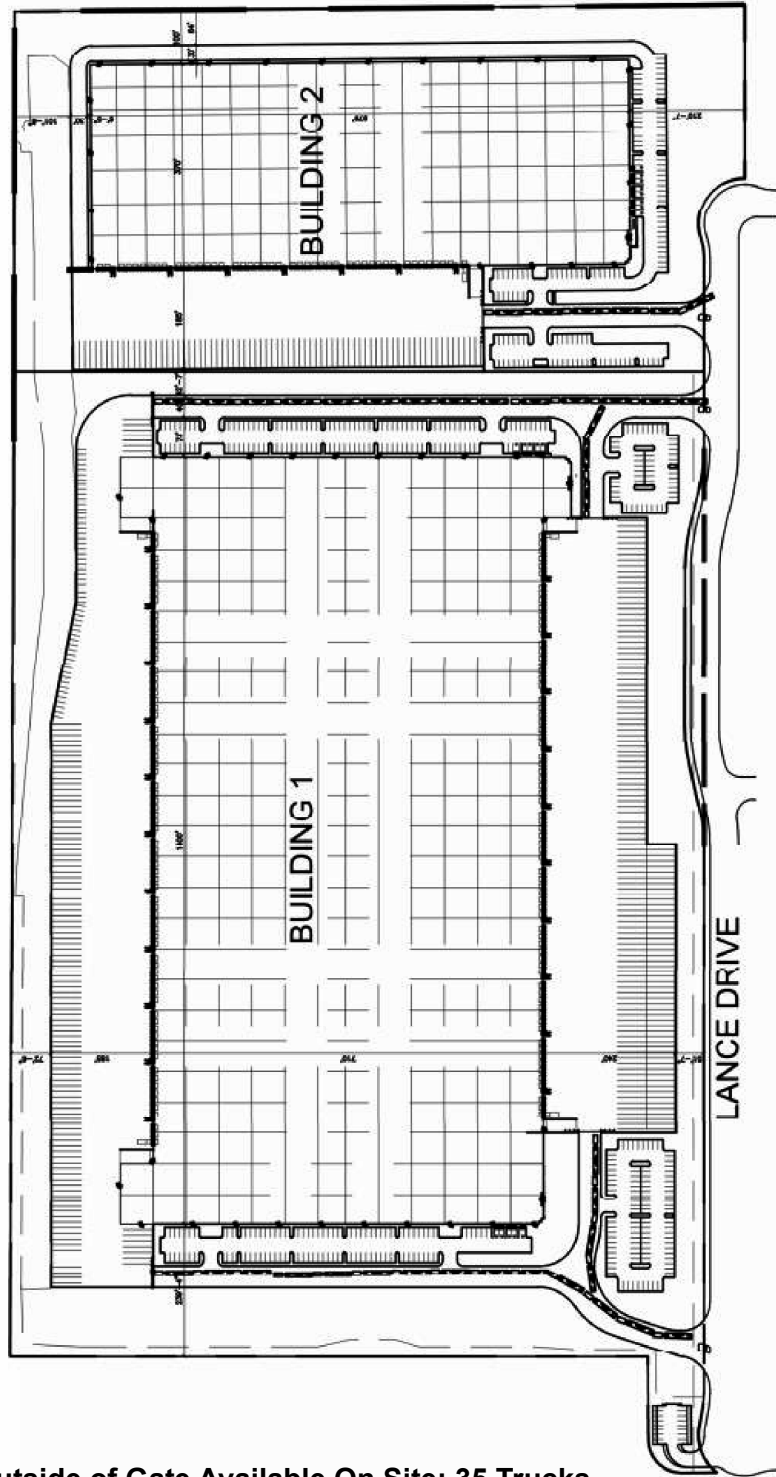
Sycamore Canyon Business Park Buildings 1 and 2 DEIR



NOT TO SCALE



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Building 1 Queuing Outside of Gate Available On Site: 35 Trucks
Building 2 Queuing Outside of Gate Available On Site: 6 Trucks

**Figure 5.16-11 - Site Queuing Analysis
with 48' Trailer Trucks**

Sycamore Canyon Business Park Buildings 1 and 2 DEIR



NOT TO SCALE



Specific Plan Amendment and General Plan Amendment

The Project's proposed specific plan and general plan amendments will not affect the analysis in the TIA. The streets that are proposed to be deleted from the GP 2025 Circulation Element and the SCBP SP Circulation Plan are internal streets intended to provide circulation within the proposed Project site. Because the Project proposes two large logistics buildings, rather than smaller manufacturing/office users, the internal circulation represented by the SCBPSP Circulation Plan and the GP 2025 Circulation Element is not needed and impacts to area- and City-wide circulation resulting from the Project's proposed specific plan amendment and general plan amendment are less than significant.

Conclusion

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 is 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, the intersection of Sycamore Canyon Boulevard/Dan Kipper Drive, and the Fair Isle/Bos Springs I-215 northbound ramp.

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. In order for this location to operate at a satisfactory LOS, improvements such as the RCTC I-215 North Project and/or the addition of lanes to the freeway would be required. However, freeway facilities are under the jurisdiction of Caltrans, the timing and funding of these improvements are unknown. Additionally, there is no mechanism or fund in place for the City or the Project proponent to contribute fair share fees or implement improvements to change the LOS from unsatisfactory to satisfactory. For these reasons Project impacts are considered significant and unavoidable until improvements are funded or constructed by Caltrans.

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 projects. The delay for this intersection under the E+A+C condition is 52.9 seconds (**Table 5.16-N**). 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)

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. These improvements are under the exclusive control of Caltrans and the timing and funding of these improvements are currently unknown. Neither, the City, as the lead agency, nor the Project proponent can contribute fair share payment because Caltrans has no fund established for this purpose. Fair share payment may be paid when there is an identified fund and where it is reasonably foreseeable that the mitigation will be installed. Because Caltrans has no fund established to receive payment and the timing of these improvements are unknown, this impact is considered to be significant and unavoidable.

With regard to queuing, the Project is proposed to be a 24-hour a day, seven-day a week operation and as such truck queuing on public streets is not anticipated. However, in the event the Project is not a 24/7 operation, there is designated commercial vehicle parking on Sycamore Canyon Road and Box Springs Road that can be used so as to avoid illegally parking in the adjacent residential neighborhood.

Although the Project's intersection impacts will not be significant its impacts to freeway segments (on- and off-ramps) will be **significant and unavoidable**. Therefore the proposed Project will have a **significant and unavoidable impact until improvements are constructed** with regard to conflicts with plans, policies, and ordinances establishing measures of effectiveness for the performance of the circulation system.

Threshold B: *Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Each county in California is required to develop a Congestion Management Program (CMP) that analyzes the correlation between land use, transportation and air quality. The Riverside County Transportation Commission (RCTC) is the County of Riverside's Congestion Management Agency. The RCTC prepares and periodically updates the County's CMP to meet federal Congestion Management System guidelines and state CMP legislation.

According to Table 2-1-CMP System of Highways and Roadways, in the December 14, 2011 Riverside County Congestion Management Program, the segments of Alessandro Boulevard from the intersection of Central Avenue/Arlington Avenue/Chicago Avenue to I-215 and I-215 are the only roads in close proximity to the Project site listed as part of the CMP System of Highways and Roadways. No Project traffic is expected to use Alessandro Boulevard (**Figures 5.16-3 through 5.16 – Project Trip Distribution**), thus the Project will not conflict with the CMP in regard to that roadway.

As discussed under Threshold A, the TIA evaluated six freeway segments along I-215. All of the southbound segments and the Eastridge-Eucalyptus I-215 Northbound on-ramp are projected to operate at an acceptable LOS when Project traffic is added to existing traffic,

traffic from ambient growth, and traffic from the cumulative development projects (the E+A+C+P condition).

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. According to Caltrans, if an existing State highway facility is operating at less than the target LOS, the existing MOE should be maintained (WEBB, p. 3-9; CT, p. 2). Because the projected LOS at this off-ramp will not change from the E+A to the E+A+P condition, this impact is not significant. Additionally, with completion of the I-215 North Project, which will install an additional HOV lane, the Eastridge-Eucalyptus I-215 Northbound off-ramp will operate at LOS C.

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 peak hour). However, with the addition of one mainline mixed flow lane for northbound I-215 at the Fair Isle-Box Springs Drive on-ramp, in the E+A+C+P condition this on-ramp will operate at LOS C (AM peak hour) and LOS D (PM peak hour).

Therefore, since 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, the proposed Project will result in a **less than significant impact** to an applicable congestion management program and no mitigation measures are required.

Threshold C: *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The Project is located within the vicinity of March Air Reserve Base (MARB) airport influence area. Further the Project site is located within Zones C1 and D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP) (please refer to **Figure 5.8-1a**); however, 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, **no impact** will occur.

Threshold D: *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

All of the streets that will convey Project-related traffic have been constructed to their full SCBPSP Circulation Plan designation except for Lance Drive. The Project will construction the partially improved portions of Lance Drive to its full-width and will construct full-width improvements on the undeveloped portion of Lance Drive. All Project installed street

improvements will be designed and constructed to City standards and an offer of dedication will be made to the City for maintenance of Lance Drive.

The Project proposes an amendment to the GP 2025 Circulation Element and an amendment to the Circulation Plan of the SCBBSP to: i) delete the portion of Dan Kipper Drive that traverses the Project site; (ii) delete the north/south street known as River Ridge that traverses the site; (iii) delete the no name east/west street (known as Kangaroo Court) that traverses the site, southerly of River Ridge; (iv) delete the portion of Sierra Ridge Drive that traverses the site; and (v) end Dan Kipper Drive at Lance Drive. Because the streets proposed to be deleted from the GP 2025 and SCBPSP were intended to provide internal circulation to the Project site, the elimination of these streets will not increase traffic hazards on public streets.

The Project proponent will pay the City's traffic signal and railroad signal mitigation fee, which represents the Project's fair share for the installation of additional traffic signals and railroad signals including crossing gates, which will be located throughout the City as needed to decrease traffic hazards.

The Project proposes parking at the southeast portion of the Project site along with a trail along the southern portion of the Project site from the parking lot to the Sycamore Canyon Wilderness Park. The parking lot and trail will provide safe access to the Park users reducing the potential conflict between Park users and commercial vehicles within SCBP.

For the reasons set forth above, Project impacts with regard to increased hazards due to a design feature will be **less than significant**.

Threshold E: Result in inadequate emergency access?

The Project proposes on-site fire access road along the southerly boundary of the Project site. The fire access road will be a 12-foot wide road providing a minimum 210-foot wide, 4-inch thick decomposed gravel surface with 13.5 feet of vertical clearance. The fire access road will allow emergency response vehicles to access the Project site and the Sycamore Canyon Wilderness Park in case of an emergency. The Project will be reviewed by the City of Riverside and will be required to be in compliance with applicable sections of the Municipal Code (such as Chapter 18.210, Development Standards and Section 13.32.080, Fire Apparatus Access Roads) regarding emergency access. The Project will also be reviewed by the City Fire Department to ensure compliance with the Fire Code. As such the Project will provide adequate emergency access in accordance with City regulations and requirements. Therefore, a **less than significant impact** will occur and no mitigation measures are required.

Threshold F: Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?

The proposed Project as designed is not in conflict with adopted policies, plans, or programs supporting alternative transportation. The Project area is currently served by the Riverside

Transit Agency (RTA). Currently, RTA's Route 208 (Temecula to Metrolink) utilizes existing roadways within the vicinity of the Project area. The closest bus stop for the project site is located on Sycamore Canyon Boulevard just north of Eastridge Avenue, which is approximately 0.5 mile southeast of the Project site.

In addition, the Project site is not located in close proximity to the Riverside Downtown Metrolink Station; however, as stated above RTA Route 208 will connect commuters to the Downtown Metrolink Station. This station is served by the Los Angeles Union Station and San Bernardino Lines of the Metrolink commuter rail which as well as Los Angeles Union Station and San Bernardino Lines of the Amtrak rail. Headways for each line range from 30 to 120 minutes. Given that the Project will be located approximately 0.5 mile near a bus route which will connect commuters to a transit center; it can be considered a transit oriented development (TOD) per the Transit Orientated Development Institute (TODI). One of the key components of TOD includes collector support transit systems.

Transit service is reviewed and updated by RTA and Metrolink periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. However roadway improvements are anticipated to provide safe and efficient pedestrian connections between the proposed Project and surrounding area through construction of sidewalks along the Project frontage. The Project's trail will provide bicycle and pedestrian access to the Sycamore Canyon Wilderness Park. The Project will 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). Therefore impacts are **less than significant and no mitigation measures are required**.

5.16.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impacts to transportation/traffic, and therefore, no mitigation measures are necessary

5.16.7 Environmental Impacts after Mitigation Measures are Implemented

Under existing conditions, none of the study area intersections and freeway segments exceed the applicable LOS (**Tables 5.16-C – Intersection LOS, Existing Conditions (2015) and 5.16-D – Freeway Segment LOS, Existing Conditions (2015)**); with inclusion of Project-specific traffic, all of the study area intersections and freeway segments will continue to operate at acceptable LOS (**Tables 5.16-H – Intersection LOS, Existing Plus Project Conditions (E+P) (2015) and 5.16-I – Freeway Segment LOS, Existing Plus Project Conditions (E+P) (2015)**).

As stated above, none of the study area intersections and freeway segments exceeds the LOS under the existing conditions, or with inclusion of the proposed Project. Furthermore, study area intersections will operate at acceptable levels of service with the existing plus ambient growth plus Project conditions without off-site improvements. However, with the inclusion of ambient growth, the I-215 Northbound Eastridge Avenue and Eucalyptus Avenue off-ramp would have an AM peak hour density of 36.5 and a PM peak hour density of 35.6, both of which are considered to be LOS E. However, because the project will only contribute to a slight exceedance of 0.1 to the freeway segment and the freeway segment currently operates at LOS E without the Project, impacts are considered to be **less than significant** in this regard.

To restore satisfactory operations to the freeway ramps, the RCTC I-215 North Project and one mainline mixed flow lane for northbound I-215 at Fair Isle Drive-Box Springs Drive on-ramp are required to be completed. However, because the freeway facilities are under the jurisdiction of Caltrans and no mechanism to contribute fair share toward a required improvement is currently available, Project impacts are considered **significant and unavoidable until improvements are funded or constructed**.

5.16.8 References

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- CT California Department of Transportation, Caltrans' Guide for the Preparation of Traffic Impact Studies, August 24, 2015 letter to City of Riverside Community & Economic Development Department in response to the NOP December 2002 (Included in Appendix A of this DEIR.)
- 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.)
- GP 2025 FPEIR City of Riverside, *General Plan 2025 Program Environmental Impact Report* (SCH# 2004021108), certified November 2007. (Available at <http://www.riversideca.gov/planning/gp2025program/>, accessed November 18, 2015.)
- Ord. 7119 City of Riverside, *Ordinance No. 7119*, adopted February 15, 2011. (Available at City of Riverside and at, accessed November 18, 2015.)
- Ord. 7146 City of Riverside, *Ordinance No. 7146*, adopted November 8, 2011. (Available at City of Riverside and at, accessed November 18, 2015.)
- Ord. 7171 City of Riverside, *Ordinance No. 7171*, adopted June 21, 2012. (Available at City of Riverside and at, accessed November 18, 2015.)

- RCM 16.68 City of Riverside, Municipal Code, Chapter 16.68, *Transportation Uniform Mitigation Fee*. (Available at <http://www.riversideca.gov/municode/pdf/16/16-68.pdf>, accessed November 18, 2015.)
- Riverside Parking City of Riverside, *Commercial Vehicle Parking*. (Available at <http://www.riversideca.gov/parking/pdf/CommercialParking.pdf>, accessed July 8, 2016.)
- RCMC City of Riverside, *Municipal Code*. (Available at <http://www.riversideca.gov/municode/>, accessed July 10, 2015.)
- RTA Riverside Transit Agency, System Map, September 2015 (Available at <http://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules>, accessed November 19, 2015.)
- SCBPSP City of Riverside, *Sycamore Canyon Business Park Specific Plan*, adopted April 10, 1984, as amended through Amendment No. 14, January 23, 2007. (Available at <http://www.riversideca.gov/planning/cityplans-csp-sycanbp.asp>, accessed July 20, 2015).
- TODI Transit Orientated Development Institute, Info, Components of Transit Orientated Development. (Available at <http://www.tod.org/>, accessed July 7, 2016.)
- WEBB Albert A. Webb Associates, *Revised Traffic Impact Analysis, Sycamore Canyon Industrial Buildings 1 & 2 (P14-1072)*, May 2016. (Appendix J)