Section 3 – Errata to Draft EIR

3.1 Introduction

As explained above, this FEIR contains corrections, errata, and additions to the information contained in the DEIR. These changes do not constitute "significant new information" pursuant to State *CEQA Guidelines* Section 15088.5 because they do not change the Project impacts and/or mitigation measures such that new or more severe environmental impacts result from the Project. Such items are sometimes added as a result of comments received from responsible agencies or other commenters, changes in the existing conditions at the site, revised public policies since the DEIR was written, and/or minor corrections or clarifications.

3.2 Corrections, Errata, and Changes from DEIR to FEIR

As provided in State *CEQA Guidelines* Section 15088(d), responses to comments may take the form of a revision to a DEIR or may be a separate section in the FEIR. This section complies with the latter and provides changes to the DEIR in revision-mode text, i.e., deletions are shown with strikethrough text (~~example text~~) and additions are shown with double underline text (example text). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the Project since the release of the DEIR as required by State *CEQA Guidelines* Section 15132. None of the corrections and additions constitute significant new information or substantial Project changes requiring recirculation, as defined by State *CEQA Guidelines* Section 15088.5.

The following summary will present the location and types of additions and changes or corrections made within each section of the FEIR since the DEIR was published.

Section 1 – Executive Summary

Portions of **Table 1-B – DEIR Impact Summary Matrix**, will be modified to conform to the text in DEIR Sections 5.1 through 5.17 as shown below:

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
Aesthetics	Substantially degrade the existing visual character or quality of the site and its surroundings.	**MM AES 2:** For consistency with the Sycamore Canyon Wilderness Park Management Plan, the Project developer shall install fencing ~~a wrought iron fence with a mow curb under the gate~~ along the western boundary of the Project site. The fence and gate shall be constructed per the specifications of the City of Riverside Parks, Recreation, and Community Services Department Standard ~~Sycamore Canyon Wrought Iron Fence~~ Detail No. 5520	Less than significant.

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		and specifications. ~~The Standard Detail is designed for a 6-foot high fence and the post, footing, and rail sizes shall be minimum sizes as shown in Standard Detail 5520. Pickets shall remain solid.~~ If the developer chooses to install a taller fence, a maximum 8-foot high fence is permitted. Note that increased fence height may require increased post, footing and rail sizes, which shall be engineered and stamped approved by a structural engineer. As part of Design Review and prior to the issuance of a grading permit, the developer shall submit a revised site plan showing this fence, the modified standard detail (if a fence taller than 8 feet is proposed), and specifications to the City of Riverside Community and Economic Development Department Planning Division and the Parks, Recreation, and Community Services Department for review and approval.	
		MM AES 5: To provide safe and controlled pedestrian and bicycle access to the Sycamore Canyon Wilderness Park in a manner consistent with the design and materials of the fence in mitigation measure **MM AES 2**, the Project developer shall: a) Construct the proposed trail and access gates consistent with the City of Riverside Parks, Recreation, and Community Services Department trail and gates details and specifications and subject to the review and approval by the City of Riverside Parks, Recreation, and Community Services Department.~~,~~ As part of Design Review and prior to the issuance of a grading permit, a revised site plan that identifies this standard and shows the Parks, Recreation, and Community Services	Less than significant.

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		Department Standard Trail Construction detail shall be submitted to the Parks, Recreation, and Community Services Department for review and approval. b) Install a galvanized steel swing arm gate access gate that locks in the open and closed positions at the trail and parking lot driveway entry. As part of Design Review and prior to the issuance of a grading permit, a revised site plan that shows the detail for this gate and Standard Detail # No. 5110 shall be submitted to the City of Riverside Community and Economic Development Department, Planning Division and the Parks, Recreation, and Community Services Department for review and approval. c) Install pedestrian/bicycle gates between the trail and parking lot and the beginning of the trail and between the western terminus of the trail and the Sycamore Canyon Wilderness Park per the City's standard pedestrian/bicycle gate. These gates shall be minimum 4-feet wide and constructed of material to match Standard Detail No. 5520 identified in mitigation measure **MM AES 2**. The pedestrian/bicycle gates shall be lockable in the open and closed position. As part of Design Review and prior to the issuance of a grading permit, a revised site plan that shows the detail for these gates shall be submitted to the City of Riverside Community and Economic Development Department, Planning Division and the Parks, Recreation, and	

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		Community Services Department for review and approval. d) Install Parks, Recreation, and Community Services Department Standard PVC trail fence along the northern side of the trail in-between the Fire Access/Parks Maintenance Road and along those portions of the southern side of the trail where the grade drops 3 feet or more. As part of Design Review and prior to the issuance of a grading permit, a revised site plan that references the Standard 3-rail PVC fence detail only and includes Parks, Recreation, and Community Services Department Standard PVC trail fence shall be submitted to the Parks, Recreation, and Community Services Department for review and approval. e) Install Parks, Recreation, and Community Services Department standard trail sign at the Project's western property line and at the proposed parking lot on Lot B of Tentative Parcel Map 36879. As part of Design Review and prior to the issuance of a grading permit, a revised site plan that includes a note that states "PRCSD standard trail sign" and Parks, Recreation, and Community Services Department standard trail sign detail 12 shall be submitted to the Parks, Recreation, and Community Services Department for review and approval.	
		MM AES 6: To provide access for fire and parks maintenance vehicles consistent with the intent of the Sycamore Canyon Wilderness Park	Less than significant.

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan, the Project developer shall: a) Design and construct the Fire Access/Parks Maintenance Road per the City of Riverside Fire Department requirements, including but not limited to, providing a 36,000 pound wheel load ~~Hillwood/Sycamore Modified Trail Detail No. 1~~. As part of Design Review and prior to the issuance of a grading permit, the ~~revised site plan that states "~~Fire Access/Parks Maintenance Road detail ~~designed to meet minimum fire vehicle wheel load and turning radius" and includes Hillwood/Sycamore Modified Trail Detail No. 1~~ shall be submitted to the Community and Economic Development Department, Planning Division, the Parks, Recreation, and Community Services Department, and the City Fire Department for review and approval. b) Install vehicular gates between the vehicular access road on the south end of the Project site and the eastern terminus of the Fire Access/Parks Maintenance Road and between the western terminus of the Fire Access/Parks Maintenance Road and the Sycamore Canyon Wilderness Park. The vehicular gates shall be double galvanized steel swing arm gates a minimum of 12-feet in width and provided with a Knox padlock. The gates shall lock in the open and closed positions per Park Standard Detail No. 5110. The gates shall lock in the open and closed positions per Park Standard Detail No. 5110. The	

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		gate at the western property line shall be constructed to match Standard Detail No. 5520~~standard solid picket Sycamore Canyon iron fence detail materials including mow curb under gate~~. As part of Design Review and prior to the issuance of a grading permit, a revised site plan that shows the details of these gates and Park Standard Detail No. 5110 shall be submitted to the Community and Economic Development Department, Planning Division and the Parks, Recreation, and Community Services Department for review and approval.	
		MM AES 10: To eliminate~~reduce~~ light spill and glow into the residential backyards to the north, lighting mounted on the north wall of Building 2 shall be placed on this wall as low as feasible to provide the required security lighting.	Less than significant.
Air Quality	Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	**MM AQ 8**: The Project's landscaping plans shall incorporate water-efficient landscaping in compliance with the City's Water Efficient Landscape and Irrigation Ordinance 19.570~~, with a preference for xeriscape landscape palette~~. Landscaping plans shall be approved by the City verification prior to building permit issuance.	Significant and unavoidable. A statement of overriding considerations is required prior to Project approval.
		MM AQ 9: All building owners shall provide education about water conservation and available programs and incentives to building operators to distribute to employees.	Significant and unavoidable. A statement of overriding considerations is required prior to Project approval.
		MM AQ 13: All facilities shall post signs informing users of requirements limiting idling to three~~five~~ minutes or less in excess of~~pursuant to~~ Title 13 of the	Significant and Unavoidable. A statement of overriding considerations is required

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		California Code of Regulations, Section 2485. The City shall verify signage has been installed prior to occupancy.	prior to Project approval.
		MM AQ 17a: During grading, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet or exceed United States Environmental Protection Agency (EPA) Tier 3 off-road emissions standards. Proof of compliance shall be reviewed by the City prior to issuance of a grading permit.	Significant and Unavoidable. A statement of overriding considerations is required prior to Project approval.
		MM AQ 17b: All medium- and heavy-duty diesel trucks entering logistics sites shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternative. Facility operators shall maintain a log of all trucks entering the facility to document that the truck usage meets these emission standards. This log shall be available for inspection by City staff at any time.	Significant and Unavoidable. A statement of overriding considerations is required prior to Project approval.
		MM AQ 22: The Project shall implement the following measures to reduce emissions from on-site heavy duty trucks within six months after operations commence: a) Post signs informing truck drivers about the health effects of diesel particulates, the requirement that~~CARB diesel~~ idling times cannot exceed three minutes~~regulations~~, and the importance of being a good neighbor by not parking in residential areas. b) Tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the building	Significant and Unavoidable. A statement of overriding considerations is required prior to Project approval.

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		are in good condition, and in proper tune pursuant to manufacturer's specifications. The records shall be maintained on site and be made available for inspection by the City. ~~b~~c) The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board approved courses (such as the free, one-day Course #512).	
		MM AQ 23: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to SCAQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. ~~If trucks older than 2007 model year will be used at a facility, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.~~	Significant and Unavoidable. A statement of overriding considerations is required prior to Project approval.
Biological Resources	Have a substantial adverse effect, either directly or	**MM BIO 2**: Per MSHCP Species-Specific Objective 6, preconstruction presence/absence	Less than significant.

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
	through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	surveys for burrowing owl shall be conducted on the Project site and within 150 meters (500 feet) ~~30 days~~ by a qualified biologist 30 days prior to any ground disturbance. Take of active nests shall be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. If feasible, the owls will be relocated to the Sycamore Canyon Wilderness Park or to property owned by the California Department of Fish and Wildlife in proximity to the Project site.	
Biological Resources	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan.	**MM BIO 8:** To avoid impacts to the Sycamore Canyon Wilderness Park resulting from construction activity such as compaction and erosion. The Project developer shall provide a temporary barrier along the western portion of the Project site. Prior to issuance of a grading permit, the developer shall identify the type and location of this barrier to the City of Riverside Parks, Recreation, and Community ServicesDevelopment Department for review and approval. **MM AES 2** and **MM AES 3,** above.	Less than significant.
Hazards and Hazardous Materials	Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport and result in a safety hazard for people residing or working in the project area.	**MM HAZ 4**: The following additional MARB-required risk-reduction Project design features shall be incorporated into Project design: o The Project will not include: ▪ Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-	Less than significant.

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		approved navigational signal light, visual approach slope indicator, or FAA-approved obstruction lighting; ▪ Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport; ▪ Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; ▪ Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation; or ▪ Although such uses are not anticipated, in Building 1: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly, noise sensitive outdoor nonresidential uses and hazards to flight are prohibited. o Any outdoor lighting that is installed will be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting will be downward facing; o March Air Reserve Base must be notified of any land use	

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result; o No skylights will be included; o Exterior walls will consist of 8-inch-thick solid grouted, 4-hour rated concrete masonry; o Building roof will consist of structural steel columns and steel roof structure framing elements, including structural steel decking; o Use of windows will be limited to only the structures' main entrances; o The structure will incorporate an enhanced fire sprinkler system to exceed California Fire Code requirements; and o The structure will include emergency exits that exceed the exit requirements set forth by the Riverside County Fire Code by approximately 15 to 20 percent. The applicant will not propose any uses prohibited or discouraged in Compatibility Zones C1 or D. ~~In order to maintain the fire access identified in at Kangaroo Court per Section 6.5.5 of the *Sycamore Canyon Wilderness Park Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan*, prior to the earlier of recordation of Parcel Map 36879 or issuance of a grading permit, the trail easement trail shall be designed and shown on Parcel Map 36879 to sufficient turning radii for a Fire Brush Truck. The minimum radii are 35-feet outside radius and 22-feet inside radius. The fire vehicle access shall be provided to the satisfaction of the City of Riverside Parks, Recreation, and Community~~	

Impact Category	Impact	Mitigation Measure	Impact After Mitigation
		~~Services Department.~~	
Land Use & Planning	Conflict with any applicable habitat conservation plan or natural community conservation plan.	**MM Bio 2**, **MM Bio 6**, ~~and~~ **MM Bio 7**, and **MM Bio 8**, above. **MM AES 2** and **MM AES 3**, above.~~**MM Rec 1** through **MM Rec 3**, below.~~	Less than significant.
Noise	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies.	**MM AQ 14**, above. **MM HAZ 3**, above.	Significant and unavoidable. A statement of overriding considerations is required prior to Project approval.
Recreation	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment	**MM AES 2, MM AES 3, MM AES 5, MM AES 6,** and **MM AES 7**~~**, and MM HAZ 5**~~ above.	Less than significant.

To amplify the discussion regarding Project-generated trips, the last paragraph on DEIR page 1-7 will be modified as follows:

> Construction is anticipated to begin in the first quarter of 2017 and take approximately 12 months. Therefore, the Project is anticipated to open in the first quarter of 2018. The Project proposes to operate 24 hours a day, 7 days a week. Approximately 917 daily truck trips and 1,497 daily passenger car trips for a total of 2,409 trips are anticipated. In terms of passenger car equivalency (PCE) this results in 3,801 PCE.

Section 1.4 Project Objectives on page 1-9 of the DEIR will be modified to clarify the freeways in proximity to the Project site and correct an internal inconsistency with the Project Objectives identified on page 3-44 of the DEIR.

The objectives of the proposed Project are:

- Because the Project site is owned by two separate and unrelated land owners, develop and operate a ~~large format~~ logistics center, consisting of two stand-alone buildings, to accommodate the intended uses of those separate and unrelated land owners.
- Develop and operate a logistics center that takes advantage of existing City infrastructure and is adjacent to similar industrial, logistics, and distribution center uses.
- Develop and operate a ~~large format~~ logistics center that is in close proximity to March Inland Port, Interstate~~State Route~~ 215/State Route 60 and Interstate 10, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
- Develop and operate a ~~large format~~ logistics center that will attract quality tenants and will be competitive with other similar facilities in the region.
- Maximize efficient goods movement throughout the region by locating a ~~large format~~ logistics center in close proximity to the Ports of Los Angeles and Long Beach, enabling trucks servicing the site to achieve a minimum of two roundtrips per day.
- Develop and operate a ~~large format~~ logistics center that maximizes the use of one of the few remaining large industrial sites in the City and that is in proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the City and the region, allowing the City to compete on a domestic and international scale through the efficient and cost-effective movement of goods.
- Develop and operate a ~~large format~~ logistics center that meets industry standards for operational design criteria.
- Implement the *Sycamore Canyon Business Park Specific Plan* through development of a land use allowed by the Industrial land use designation and consistent with the development standards and criteria relevant to the site and proposed use.
- Facilitate the development of underutilized land currently planned for industrial uses that, maximizes the use of the site and responds to market demand within the *Sycamore Canyon Business Park Specific Plan* area for a ~~large format~~ logistics center.
- Provide a densely landscaped buffer between the Project site and the residential development to the north.

- Provide on-site conservation to mitigate for the loss of riparian/riverine resources.
- Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, including opportunities for highly trained workers, and expansion of the tax base.

Section 2 – Introduction

The letter received from the South Coast Air Quality Management District will be added to **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**.

Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation

Commenting Party (Date of Letter/email)	Summary of Comment	Addressed in Section(s) of the DEIR[a]
South Coast Air Quality Management District (Aug 28, 2015)	SCAQMD recommends use of the SCAQMD's 1993 CEQA Air Quality Handbook, including the SCAQMD regional and localized thresholds and other relevant SCAQMD guidance and policy documents. SCAQMD also suggests several mitigation measures to minimize air quality impacts during Project construction and operation.	Section 5.3 – Air Quality

Section 3 – Project Description

Section 3.2.1 on page 3-17 will be modified as follows:

3.2.1 General Plan Amendment (P16-0101)

The Projects proposes an amendment of the GP 2025 Circulation Element to: (i) delete the north/south street known as River Ridge (60-foot Local) that traverses the site; (ii) delete the no name east/west street (that has been known as Kangaroo Court) that traverses the Project site, southerly of River Ridge (60-foot Local); and (iii) amend the Circulation Element to reflect these changes by showing Dan Kipper Drive ending at Lance Drive. (See **Figure 3-6 – Proposed General Plan Amendment**.)

The last paragraph on DEIR page 3-34 will be modified in the DEIR to clarify the City's requirements as follows:

The City will require the ~~"Standard lighting Condition"~~ ~~which reads as follows~~ following: An exterior lighting plan shall be submitted ~~for Planning Division~~ to Design Review staff for review and approval. A photometric study ~~with~~ and

> manufacturer's cut sheets of all exterior lighting on the buildings, in landscaped areas, and in the parking lots shall be submitted with the ~~study~~ exterior lighting plan. All on-site lighting shall provide a minimum intensity of one-foot candle and a maximum of ten-foot candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). Light sources shall be hooded and shielded to minimize off-site glare, shall not direct light skyward, and shall be directed away from adjacent properties and public rights-of-ways. No light shall be permitted on the MSHCP Conservation Area (Sycamore Canyon Wilderness Park). If lights are proposed to be mounted on buildings, down-lights shall be utilized. Light poles shall not exceed ~~twenty feet (20)~~ fourteen (14) feet in height, including the height of any concrete or other base material within the 100-foot setback between Building 2 and the residential properties to the north and shall not exceed twenty (20) feet in height, including the height of any concrete or other base material elsewhere on the property.

The last full paragraph that commences on DEIR page 3-35 and concludes on page 3-36 will be modified in the FEIR to clarify the figure numbers and that landscaping will screen the views of Buildings 1 and 2 as follows:

> **Figures 3-~~14~~13a and 3.~~14~~13b – Line of Sight Exhibit** illustrates how the proposed landscaping and siting of the buildings will minimize views of Buildings 1 and 2 from areas adjacent to the Project site. Additionally, as shown on **Figure 3-11 – Conceptual Landscape Plan**, the topography surrounding the Project site also serves to minimize direct views of Buildings 1 and 2. Steep slopes along the northern boundary of the Project site, adjacent to the residential area, greatly limit views of the logistics center. In other areas, landscaping is strategically placed so that at maturity it will ~~block views~~ screen the appearance of the Buildings 1 and 2. Nevertheless, views of Buildings 1 and 2 are reduced in these locations by landscaping.

To amplify the discussion regarding Project-generated trips the last paragraph on DEIR page 3-43 will be modified in the FEIR as follows

> Construction is anticipated to begin in the first quarter of 2017 and take approximately 12 months. Therefore, the Project is anticipated to open in the first quarter of 2018. The Project proposes to operate 24 hours a day, 7 days a week. Approximately 917 daily truck trips and 1,497 daily passenger car trips for a total of 2,409 trips are anticipated. In terms of passenger car equivalency (PCE) this results in 3,801 PCE.

Because the Project will limit on-site idling time to three minutes, the first bullet under the subheading On-Site Equipment and Loading Docks on DEIR page 3-42 will be modified in the FEIR as follows:

On-Site Equipment and Loading Docks

- The Project will require building operators (by contract specifications) to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 5 minutes. Truck idling shall not exceed three~~5~~ minutes in time. All facilities will post signs requiring that trucks shall not be left idling for more than three~~5~~ minutes in excess of~~pursuant to~~ Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes.

To clarify the freeways in proximity to the Project site the third bulled under the subheading 3.2.6 Project Objectives identified on page 3-44 of the DEIR will be modified as follows:

- Develop and operate a logistics center that is in close proximity to March Inland Port, Interstate~~State Route~~ 215/State Route 60 and Interstate 10, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.

@@@

Section 4 – Environmental Effects Found Not to be Significant

There are no revisions to this section of the DEIR.

Section 5 – Environmental Impact Analysis

There are no revisions to this section of the DEIR.

Section 5.1 – Aesthetics

The third paragraph under the subheading "Lighting" will be modified on DEIR page 5.1-10 as follows:

> The City will require the ~~"Standard lighting Condition"~~ ~~which reads as follows~~ following: An exterior lighting plan shall be submitted ~~for Planning Division~~ to Design Review staff for review and approval. A photometric study ~~with~~ and manufacturer's cut sheets of all exterior lighting on the buildings, in landscaped areas, and in the parking lots shall be submitted with the ~~study~~ exterior lighting plan. All on-site lighting shall provide a minimum intensity of one-foot candle and a maximum of ten-foot candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). Light sources shall be hooded and shielded to minimize off-site glare, shall not direct light skyward, and shall be directed away from adjacent properties and public rights-of-ways. No light shall be permitted on the MSHCP Conservation Area (Sycamore Canyon Wilderness Park). If lights are proposed to be mounted on buildings, down-lights shall be utilized. Light poles

shall not exceed ~~twenty feet (20)~~ fourteen (14) feet in height, including the height of any concrete or other base material within the 100-foot setback between Building 2 and the residential properties to the north and shall not exceed twenty (20) feet in height, including the height of any concrete or other base material elsewhere on the property.

To clarify that there will be no light spill into the residential backyards to the north of the Project site, the first full paragraph on page 5.1-29 will be modified as follows:

To eliminate~~reduce~~ light spill and glow into the residential backyards to the north, mitigation measure **MM AES 10**: requires lighting mounted on the north wall of Building 2 to be placed as low as feasible to provide the required security lighting.

To clarify that there will be no light spill into the residential backyards to the north of the Project site, the third and fourth paragraphs on page 5.1-30 will be modified as follows:

More specifically, the development of the project will include the installation of exterior building lights and freestanding parking lot lights. Building-mounted lights would consist of approximately 48 high output and supersaver LED cut-off lights with no uptilt located approximately 34 feet above finished floor elevation for Building 1, and approximately 30 high output and supersaver LED cut-off lights with no uptilt located approximately 32 feet above finished floor elevation for Building 2, except along the northern building wall where the lights will be lowered to a level to provide safety while not producing glow into the neighboring yards to the maximum extent feasible. The freestanding parking lot light fixtures would consist of both supersaver and high output LED cut-off lights on 17 feet poles with 3 feet concrete bases and no uptilt. Project lighting will comply with the City's Zoning Code, mitigation measure **MM HAZ 4** and any other applicable lighting requirements and regulations.**MM AES 10** requires that lighting mounted on the north side of Building 2 shall be placed on the building wall as low as feasible to provide the required security lighting and eliminate~~while preventing as much~~ light spill and glow into the residential backyards to the north.

The City will require the ~~"Standard lighting Condition"~~ ~~which reads as follows~~ following: An exterior lighting plan shall be submitted ~~for Planning Division~~ to Design Review staff for review and approval. A photometric study ~~with~~ and manufacturer's cut sheets of all exterior lighting on the buildings, in landscaped areas, and in the parking lots shall be submitted with the ~~study~~ exterior lighting plan. All on-site lighting shall provide a minimum intensity of one-foot candle and a maximum of ten-foot candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). Light sources shall be hooded and shielded to minimize off-site glare, shall not direct light skyward, and shall be directed away from

adjacent properties and public rights-of-ways. No light shall be permitted on the MSHCP Conservation Area (Sycamore Canyon Wilderness Park). If lights are proposed to be mounted on buildings, down-lights shall be utilized. Light poles shall not exceed ~~twenty feet (20)~~ fourteen (14) feet in height, including the height of any concrete or other base material within the 100-foot setback between Building 2 and the residential properties to the north and shall not exceed twenty (20) feet in height, including the height of any concrete or other base material elsewhere on the property.

To ensure that there will be no light spill into the residential backyards to the north, mitigation measure **MM AES 10** on DEIR page 5.1-35 will be modified as follows:

MM AES 10: To eliminate ~~reduce~~ light spill and glow into the residential backyards to the north, lighting mounted on the north wall of Building 2 shall be placed on this wall as low as feasible to provide the required security lighting.

Section 5.2 – Agriculture and Forestry Resources

There are no revisions to this section of the DEIR.

Section 5.3 – Air Quality

The Project will incorporate additional Transportation and Motor Vehicles Project Design Features to limit idling time to three minutes and to require all medium and heavy duty vehicles entering the Project site to meet or exceed 2010 engine emissions standards. The bottom of DEIR page 5.3-21 will be modified as follows:

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles to no more than three~~five~~ minutes.
- All medium and heavy duty diesel trucks that enter the Project site shall that meet or exceed 2010 engine emission standards as specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternative shall be permitted to enter the Project site. Facility operators shall maintain a log of all trucks entering the facility to document that the truck usage meets these emission standards. This log shall be available for inspection by City staff at any time.
- Provide up to three electric vehicle charging facilities to encourage the use of low or zero-emission vehicles.

To correct a typographical error in which a mitigation measure was listed twice and to add a mitigation measure to correspond with the additional Project Design Feature of requiring medium and heavy duty trucks accessing the Project site, the first paragraph under the subheading conclusions on DEIR page 5.3-30 will be modified as follows:

Based on the RST analysis for the proposed Project, the short-term construction emissions will not exceed any thresholds for any criteria pollutants with the incorporation of proposed Project design features (which are also listed as **MM AQ 16** and **MM AQ 17a**). Additionally, **MM AQ 20** and **MM AQ 21** will be implemented during construction to comply with SCAQMD fugitive dust requirements and avoid significant VOC emissions from architectural coating. The long-term operation emissions will only exceed the threshold for NO_x, even with the incorporation of proposed Project design features (which are also listed as mitigation measures **MM AQ 1** through **MM AQ 15**, ~~**MM AQ 15,** **MM AQ 18**~~, and **MM AQ 19**, as well as additional **MM AQ 22** through **MM AQ 25**). Therefore, as discussed in Section 5.3.16, long-term regional air quality impacts are significant and unavoidable.

To reflect the Project Design Feature that limits idling to three minutes, mitigation measures **MM AQ 13** and **MM AQ 22** will be modified on DEIR pages 5.3-37 and 5.3-39, respectively as follows:

MM AQ 13: All facilities shall post signs informing users of requirements limiting idling to three~~five~~ minutes or less in excess of~~pursuant to~~ Title 13 of the California Code of Regulations, Section 2485. The City shall verify signage has been installed prior to occupancy.

MM AQ 22: The Project shall implement the following measures to reduce emissions from on-site heavy duty trucks within six months after operations commence:

a) Post signs informing truck drivers about the health effects of diesel particulates, the requirement that~~CARB diesel~~ idling times cannot exceed three minutes~~regulations~~, and the importance of being a good neighbor by not parking in residential areas.

b) Tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the building are in good condition, and in proper tune pursuant to manufacturer's specifications. The records shall be maintained by on site and be made available for inspection by the City.

c~~b~~) The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board approved courses (such as the free, one-day Course #512).

Because the Project will require all medium and heavy duty vehicles entering the Project site to meet or exceed 2010 engine emissions standards, this feature has also been included as a

mitigation measure for consistency with other project design features that were also included as mitigation. Accordingly, mitigation measure **MM AQ 17** will be renumbered to **MM AQ 17a** and **MM AQ 17b** will be added to page 5.3-37. The addition of this mitigation does not raise any new significant environmental effects of the project but merely clarifies and makes an insignificant modification to the EIR to include a project design feature that the Project will require the use newer truck engines than is currently required by law.

> **MM AQ 17b**: All medium and heavy duty diesel trucks entering logistics sites shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternative. Facility operators shall maintain a log of all trucks entering the facility to document that the truck usage meets these emission standards. This log shall be available for inspection by City staff at any time.

Section 5.4 – Biological Resources

To correct typographical errors that do not change the analysis or findings of the DEIR, the second full paragraph on page 5.4-22 will be modified as follows:

> The Project site contains three jurisdictional features, two ephemeral drainages, and a small isolated ponded area. None of these features are defined as "wetlands" per Section 404. (AMEC(b) P. 2-2) While the Project will permanently impact these jurisdictional features, including 0.41 acre of USACE-jurisdictional waters, these features regulated by USACE as defined in Section 404 of the CWA do not contain the criteria for wetlands (see **Table 5.4-A**). Because there are no wetlands as defined by Section 404 of the CWA occurring on site, **no impacts** will occur.

To clarify that the proposed Project does not include walls surrounding all of the truck yards and that operational noise will not exceed the City's noise compatibility criteria for neighborhood parks land uses, the noise portion of **Table 5.4-B – Project Compliance with MSHCP Urban/Wildlands Interface Guidelines** on page 5.4-27 of the DEIR will be modified as follows:

MSHCP Guidelines	Project Features
Noise	
Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise	As discussed in Section 5.13 – Noise, the Project will install a temporary construction noise barrier along its western boundary to minimize the effect of noise on the Sycamore Canyon Wilderness Park. Once the Project is operational, noise at the boundary between the Park and the Project site will not exceed the City's "Normally Acceptable" compatibility criteria for neighborhood parks land

MSHCP Guidelines	Project Features
that would exceed residential noise standards.	uses. ~~Once completed, the Project will include walls surrounding the truck yards and loading/docking areas.~~ Therefore, the Project is consistent with the MSHCP Urban/Wildlands Interface Noise Guidelines.

To clarify the timing of the preconstruction burrowing owl survey, mitigation measure **MM Bio 2**, on DEIR page 5.4-30, will be modified as follows:

> **MM BIO 2**: Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl shall be conducted on the Project site and within 150 meters (500 feet) ~~30 days~~ by a qualified biologist 30 days prior to any ground disturbance. Take of active nests shall be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. If feasible, the owls will be relocated to the Sycamore Canyon Wilderness Park or to property owned by the California Department of Fish and Wildlife in proximity to the Project site.

To clarify the name of the City department that will be reviewing the temporary construction barrier, mitigation measure **MM Bio 8**, on DEIR page 5.4-32, will be modified as follows:

> **MM Bio 8:** To avoid impacts to the Sycamore Canyon Wilderness Park resulting from construction activity such as compaction and erosion. The Project developer shall provide a temporary barrier along the western portion of the Project site. Prior to issuance of a grading permit, the developer shall identify the type and location of this barrier to the City of Riverside Parks, Recreation, and Community ~~Development~~ Services Department for review and approval.

Section 5.5 – Cultural Resources

There are no revisions to this section of the DEIR.

Section 5.6 – Geology and Soils

To correct a formatting error on the footer of odd-numbered pages in this section of the DEIR, these page numbers will be modified as follows: "5.62 ~~-~~X."

To clarify that the Conservation Area identified in the paragraph under Section 5.6.4 Project Design Features is the same as the Mitigation Area described on DEIR page 3-29 as shown on **Figure 3-11 – Conceptual Landscape Plan**, the paragraph under Section 5.6.4 will modified as follows:

> The Project's design features regarding geology and soils include an on-site Mitigation~~Conservation~~ Area for biological resources, a drainage network of storm drains and gutters to convey water to a new off-site storm drain in Lance Avenue, which will become part of the a municipal storm sewer system to avoid

on-site ponding. The Project also proposes landscaped areas and groundcovers to reduce erosion potential. Project design and construction will incorporate the geotechnical recommendations provided by CHJ Consultants.

To clarify that there are no detention basins proposed at the Project site, the discussion under Threshold B on DEIR page 5.62-13 will be modified as follows:

The upper soils encountered within the Project site consist of silty sands that are moderately susceptible to erosion by wind and water (CHJ(c), p. 10). Construction activities such as grading may have the potential to cause soil erosion or the loss of topsoil. Short-term erosion effects during the construction phase of the Project will be prevented through the required implementation of a SWPPP in compliance with the NPDES program as well as the incorporation of best management practices (BMPs) intended to reduce soil erosion. The SWPPP includes standard construction methods such as temporary detention basins to control on-site and off-site erosion. The SWPPP is required by the City during plan review and approval of Project improvement plans. Additionally, a drainage network of storm drains and gutters will be provided throughout the developed site to convey water appropriately and to avoid on-site ponding ~~outside any detention basins~~. Landscaped areas and groundcovers, which reduce erosion potential, will also be provided. With implementation of an approved SWPPP as well as the Project's design considerations, potential impacts from erosion during construction or operation will be **less than significant**.

To clarify the referenced geotechnical recommendations, the discussion under Threshold D on DEIR page 5.12-14 will be modified as follows:

Expansive soils are soils with a significant amount of clay particles that have the ability to give up water (shrink) or take on water (swell). Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. When these soils swell, the change in volume exerts significant pressures on loads that are placed on them. This shrink/swell movement can adversely affect building foundations, often causing them to crack or shift, with resulting damage to the buildings they support. Based on Figure 5.6-5 of the GP 2025 FPEIR, the Project site is not located on or near soil types with high shrink-swell potential. Moreover, the Project's geological investigation testing on-site soils and determined that the soils have a "very low" expansion potential and are underlain by granitic bedrock (CHJ(c), p. 5). Even so, the Project will incorporate the Project-specific geotechnical recommendations provided in the Project's Geotechnical Report by CHJ Consultants and will conform to the adopted building code; thus, impacts will be **less than significant**.

Section 5.7 – Greenhouse Gas Emissions

To correct a typographical error in citing a section of the CEQA Guidelines pertaining to plans for the reduction of greenhouse gas emissions, the first full paragraph on page 5.7-35 of the DEIR will be modified as follows:

> In determining whether the Project conflicts with any applicable plan, policy, or regulation, the California Resources Agency has stated that in order to be used for the purpose of determining significance, a plan must contain specific requirements that result in reductions of greenhouse gas emissions to a less than significant level. The following from CEQA Guidelines Section 15183.5(b)~~15083.5(b)~~ lists the requirements for greenhouse gas reduction plans used for this purpose:

To reflect the Project Design Feature that limits idling to three minutes, the second full paragraph on DEIR page 5.7-50 will be modified as follows:

> **MM AQ 13** will require building operators (by contract specifications) to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than three (3)~~5~~ minutes. Truck idling shall not exceed three (3)~~5~~ minutes in time. All facilities will post signs requiring that trucks shall not be left idling for more than three (3)~~5~~ minutes pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes. The Project will implement measures described in **MM AQ 22** to reduce emissions from on-site heavy duty trucks including signs informing truck drivers about diesel health effects and idling regulations, records on fleet equipment and vehicle engine maintenance, and a daily log and monitoring for excess idling. In addition, locally produced and/or manufactured building materials will be used for at least 10 percent of the construction materials used for the Project as described in **MM AQ 18** which reduces the mobile emissions associated with the manufacturing and transport of construction materials.

Section 5.8 – Hazards and Hazardous Materials

To correct a typographical error regarding the first ALUC meeting and to amplify the ALUC review, the first paragraph under Threshold E on DEIR page 5.8-20 will be modified as follows:

> The Project site is located within the MARB/IPA LUCP and was determined by ALUC to be consistent with this LUCP on December 10, 2016~~5~~. (ALUC Minute Order.) The SPA and GPA were also considered by ALUC on October 17, 2016 and determined to be consistent with the MARB/IPA LUCP. Consistency is determined by each criterion of the applicable compatibility zone. Approximately 46 acres of the Project site, consisting of Building 1, is located within Zone C1; while a small portion of Building 1 and the entirety of Building 2, approximately 28 acres, is located within Zone D of the LUCP, as reflected on **Figure 5.8-1b**.

Section 5.9 – Hydrology and Water Quality

There are no revisions to this section of the DEIR.

Section 5.10 – Land Use and Planning

There are no revisions to this section of the DEIR.

Section 5.11 – Mineral Resources

There are no revisions to this section of the DEIR.

Section 5.12 – Noise

To clarify the movement of vehicles in and out of the Project driveways, the second paragraph of Section 5.12.4 – Project Design Features on page 5.12-19 of the DEIR will be modified as follows:

> Due to the proximity of the homes north of the Project site, the Project proposes 64-feet of landscaping along the northern boundary. Building 2 does not propose any dock doors or parking on the north side of the building, so as to locate those activities away from the Sycamore Highlands neighborhood. As shown on **Figure 3-10 – Site Plan**, all of docks and truck parking associated with Building 2 are located south of the building. Vehicular parking is located on the east and west of Building 2. The proposed Project will be designed to allow for ~~right-in,~~ right-out only turns at all Project driveways in order to ~~limit~~ prevent outbound ~~the amount of~~ vehicles (both cars and trucks)exiting the Project ~~and~~ from using Dan Kipper Drive.

Section 5.13 – Population and Housing

There are no revisions to this section of the DEIR.

Section 5.14 – Public Services

There are no revisions to this section of the DEIR.

Section 5.15 – Recreation

The margins in the footer for the odd-numbered pages will be modified to include the page number, to read “5.15-X”, where “X” represents each page number.

Section 5.16 – Transportation/Traffic

To correct a typographical error, **Table 5.16-E – Trip Generation Rates** on page 5.16-18 will be modified as follows:

Table 5.16-E – Trip Generation Rates[a]

Land Use	Unit	Peak Hour Trip Rates						Daily
		AM			PM			
		Total	In	Out Total	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.~~0~~386
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.

The Level of Service (LOS) analysis was reviewed and it was determined there was a computational error in the modelling software. The computational error does not change the significance conclusions of the DEIR or result in the need for additional mitigation. Portions of **Table 5.16-J – Intersection LOS, Existing Plus Ambient Growth Plus Project Conditions (E+A+P) (2018)** on DEIR page 16-34, **Table 5.16-K – Freeway Segment Level of Service E+A+P (2018)** on DEIR page 5.16-36, and **Table 5.16-N – Intersection LOS, Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions (E+A+C+P) (2018)** on DEIR page 5.16-45 will be modified as follows as shown on the following pages.

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
9. I-215 Ramps (N/S) / Eastridge Avenue-Eucalyptus Avenue (EW)	AM PM	TS	~~23.8~~ 20.0 22.5	C C	TS	~~23.5~~ 21.7 22.7	C C

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	
9. I-215 Ramps (NS) / Eastridge Avenue-Eucalyptus Avenue (EW)	AM PM	TS	~~22.7~~ 20.8 22.5	C C	TS	~~22.3~~ 21.17 22.7	C C	~~0.4~~ 0.9 0.2

Notes:

a Source: TIA, Table 5-~~36~~ 36 – ~~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.

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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 Southbound															
3. Fair Isle-Box Springs On	Merge	4	1	~~23.7~~ 34.5	D	27.6	C	6167	1417	~~23.9~~ 34.6	D	7308	720	28.0+	D

Remainder of page intentionally blank

To clarify the locations of commercial vehicle parking in the City, the third paragraph under the subheading Site Queuing on DEIR page 5.16-49 will be modified as follows:

> 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 <u>five</u> ~~six~~ streets in the City were commercial vehicle, commercial trailers, and semi-trailers may be parked: Atlanta Avenue, Box Springs Boulevard, Marlborough Avenue, Northgate Street, <u>and</u> Palmyrita Avenue~~, and Sycamore Canyon Boulevard~~. Parking on Lance Drive and Sierra Ridge Drive is not permitted.

To correct typographical errors, the fourth paragraph under the subheading Conclusion on DEIR page 5.16-52 will be modified as follows:

> 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 <u>LOS</u> ~~Los~~ F (PM ~~leak~~ <u>peak</u> 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.

To correct typographical errors the second full paragraph on DEIR page 5.16-54 will be modified as follows:

> 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~~ <u>LOS</u> F (PM ~~leak~~ <u>peak</u> 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).

To correct a typographical error and clarify that the Project will result in significant and unavoidable traffic impacts to freeway segments as discussed on DEIR pages segments 5.16-48, 5.16-53, and 6-29, the discussion under Section 5.16.6 Proposed Mitigation Measures on DEIR page 5.16-56 will be modified as follows:

> 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 with regard to level of service to transportation/traffic, and therefore, no mitigation measures are necessary~~ Although Project implementation will contribute to an exceedance of Level of Service (LOS) at the I-215 NB off-ramp at Eastridge-Eucalyptus during the PM peak hour and the I-215 NB on-ramp at Fair Isle-Box Springs during the AM and PM Peak hours; there are no feasible mitigation measures to reduce these impacts to less than significant because the needed freeway improvements are under the jurisdiction of Caltrans and the City has no control over when the improvements will be made. Therefore, there are no feasible mitigation measures to reduce these impacts to less than significant.

Section 5.17 – Utilities and Service Systems

To correct a typographical error and clarify that impacts from construction of the storm drain facility will be less than significant, the second paragraph under Threshold C that commences on DEIR page 5.17-13 and concludes on page 5.17-14 will be modified as follows:

> The proposed storm drain will ~~be~~ primarily be constructed within the Lance Drive right-of-way; however, an easement will be required to construct portions of this pipeline within private property (the Ozburn Hessey Logistics Center). The proposed off-site storm drain consists of approximately 1,200 linear feet (LF) of 60-inch diameter reinforced concrete pipe and approximately 286 LF of 54-inch diameter RCP (Project Description). Because the proposed storm drain is part of the Project, effects resulting from its construction and operation are considered and fully evaluated in this DEIR. Impacts with regard to construction and operation of the off-site storm drain will be less than significant.

To correct a typographical error and clarify that impacts with regard to utilities and service systems will be less than significant, the paragraph under the subheading 5.17.16 Environmental Impacts after Mitigation Measures are Implemented on DEIR page 5.17-18 will be modified as follows:

> No mitigation measures are necessary because implementation of the proposed Project will result in **less than significant impacts** to utilities and service systems~~agriculture and forestry resources~~.

Section 6 – Other CEQA Topics

The second paragraph on page 6-15 will be modified to remove the bold text following **MM HAZ 4** (which reads "**MM HAZ 4, will**" in the DEIR):

> The City also maintains an Emergency Operations Plan (EOP), as discussed in Section 5.8 – Hazards and Hazardous Materials and outlined in the City's General Plan (GP 2025 FPEIR, p. 5.7-35). Moreno Valley has an adopted Local Hazard Mitigation Plan. The proposed Project along with the cumulative development projects will not interfere with any emergency response or evacuation plans, and with implementation of mitigation measure **MM HAZ 4,** will provide a planned emergency vehicle access to the Sycamore Canyon Wilderness Park. Therefore, the Project's contribution is not considered cumulatively considerable. Because the cumulative development projects would also be required to comply with the City's EOP and Moreno Valley's Local Hazard Mitigation Plan, cumulative impacts with regard to conflicts with emergency response plans are **not significant**.

To clarify that the mitigation measure being referenced in the final paragraph that commences on DEIR page 6-19 and concludes on DEIR page 6-20 is **MM NOI 16**, this paragraph will be modified as follows:

> The geographic scope for noise impacts associated with Project operations are the sensitive receptors adjacent to the Project site because noise a localized phenomenon, and drastically reduces in magnitude as the distance from the noise sources increases. Unmitigated operational noise will not exceed the daytime noise standards of 55 dBA L_{eq}. However, the exterior nighttime standard of 45 dBA L_{eq} will be exceeded at two single-family detached residential dwelling units adjacent to the northwest corner of the site. In ~~in~~ order to mitigate nighttime project operational noise levels to the nighttime standard of 45 dBA L_{eq} at affected sensitive receptors (i.e., receptor nos. 3 and 4) a ten-foot noise barrier is required along the perimeter of the outdoor use areas (KA. p. 19) per mitigation measure **MM NOI 16**. In addition to the noise barrier, the use of the western portion of the dock doors and trailer parking area for Building 2 as shown on **Figure 5.12-6 – Operational Noise Levels (L_{eq}) with Mitigation** will be limited as indicated in mitigation measure **MM NOI 16~~14~~**. The ten-foot tall barriers are required at the eastern edge of the residential lots (i.e., private property) and not at the property line at the bottom of the slope (i.e. the Project site.) Because neither the Project proponent nor the City controls the private property, the installation of this barrier is not certain. Because mitigation measures **MM NOI 16~~14~~** is considered infeasible Project-specific impacts are significant; however, because noise is such a localized phenomenon cumulative impacts with regard to operational noise are **not significant**.

To clarify that the second full paragraph on DEIR page 6-25 is referring to trips, this paragraph will be modified as follows:

> As shown in **Table 5.16-N – Intersection LOS, Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions (E+A+P+C) (2018),** 8 of the 9 the study area intersections will operate at LOS B, C, or D, during the peak hours

with existing geometrics for the existing plus ambient growth plus cumulative development project traffic condition (E+A+C), that is without the proposed Project. Under the E+A+C scenario, Intersection 9 (Sycamore Canyon Boulevard (NS)/Dan Kipper Drive (EW)) will operate at LOS F during the AM peak hour. With the addition of Project related trips (E+A+P+C), there is no change in the 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 the Project's contribution is not considered significant; thus, mitigation is not required (WEBB, p. 5-10). The Project proponents will pay the City's local development impact fee (DIF) related to transportation improvements as set forth in Chapter 16.64 of the Riverside Municipal Code. The Project will also participate in the TUMF program through the payment of mitigation fees. For these reasons, **cumulative impacts with regard to local traffic are not significant**.

To clarify the location of **Table 5.16-0** in the DEIR, the third full paragraph on DEIR page 6-25 will be modified as follows:

As shown in **Table 5.16-O – Freeway Segment Level of Service E+A+C+P (2018)** (on ~~the following~~ page 5.16-46), 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.

To clarify that the Project will not result in significant and unavoidable impacts to air quality during project construction as discussed on DEIR page 5.3-40, the first bullet point under the subheading Section 6.2 – Significant Unavoidable Adverse Impacts on DEIR page 6-29 will be modified as follows:

- Air quality – cumulative and Project-specific impacts during ~~construction and~~ operations;

A portion of **Table 6-C – Proposed Project Consistency with the 2016 RTP/SCS Goals** on pages 6-32–6-33 of the DEIR will be modified to clarify the freeways in proximity to the Project site and an internal inconsistency with the Project Objectives identified on page 3-44 of the DEIR as follows:

Table 6-C – Proposed Project Consistency with the 2016 RTP/SCS Goals[a]

Goal[b]	Analysis
2016 RTP/SCS Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	***Consistent:*** The Project proposes approximately 1.4 million SF of logistics use in two buildings. The Project site is within the *Sycamore Canyon Business Park Specific Plan (SCBPSP)*, which is a planned industrial park consisting of approximately 920 acres of industrial and commercial uses and a 480 acre wilderness park (Sycamore Canyon Wilderness Park) within an area encompassing approximately 1,500 acres. The series of circumstances that led to and informed preparation of the *SCBPSP* included: (i) the *SCBPSP* area was the only large, undeveloped area of land not previously subject to planning analysis; (ii) this area had been identified as a potentially significant development opportunity for economic revitalization; (iii) the adoption of the Arlington Heights Plan in 1979; (iv) the Southeast Study Area report adopted in 1980; and (v) the Air Installation Compatible Use Zones (AICUZ) (amended in 1979) for March Air Force Base. Specific Project objectives that support 2016 RTP/SCS Goal 1 are: • Develop and operate a ~~large format~~ logistics center that takes advantage of existing City infrastructure and is adjacent to similar industrial logistics and distribution center uses. • Develop and operate a ~~large format~~ logistics center that is in close proximity to March Inland Port, Interstate~~State Route~~ 215/State Route 60 and Interstate 10, to support the distribution of goods throughout the region and that also limits truck traffic disruption to residential areas within the City and neighboring jurisdictions. • Develop and operate a ~~large format~~ logistics center that will attract quality tenants and will be competitive with other similar facilities in the region. • Maximize efficient goods movement throughout the region by locating a ~~large format~~ logistics center in close proximity to the Ports of Los Angeles and Long Beach, enabling trucks servicing the site to achieve a minimum of two roundtrips per day. • Develop and operate a ~~large format~~ logistics center that maximizes the use of one of the few remaining large industrial sites in the City and that is in proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the City and the region, allowing the City to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

Goal[b]	Analysis
	• Implement the *Sycamore Canyon Business Park Specific Plan* through development of a land use allowed by the Industrial land use designation and consistent with the development standards and criteria relevant to the site and proposed use. • Facilitate the development of underutilized land currently planned for industrial uses that, maximizes the use of the site and responds to market demand within the *Sycamore Canyon Business Park Specific Plan* area for a ~~large format~~ logistics center. • Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, including opportunities for highly trained workers, and expansion of the tax base.

Section 7 – Energy Conservation

To correct a typographical error, the style of the second bullet on page 7-21 will be modified to match the solid style of the other bullets in this section, as follows:

- The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives:

Section 8 – Alternatives

To clarify the freeways in proximity to the Project site, the third bullet under subheading 8.1 Project Objectives will be modified as follows:

- Develop and operate a logistics center that is in close proximity to March Inland Port, Interstate~~State Route~~ 215/State Route 60 and Interstate 10, to support the distribution of goods throughout the region and that also limits truck traffic disruption to residential areas within the City and neighboring jurisdictions.

To clarify the freeways in proximity to the Project site, the Project Objective in the third row of **Table 8-A – Alternative 1 (No Project Alternative) Ability to Meet Project Objectives** on page 8-14 be modified as follows:

Project Objective	Alternative Meets Objective?
Develop and operate a logistics center that is in close proximity to March Inland Port, Interstate~~State Route~~ 215/State Route 60 and Interstate 10, to support the distribution of goods throughout the region and that also limits truck traffic distribution to residential areas within the	**No.** Alternative 1 will not develop and operate a logistics center; thus this Alternative will not support the distribution of goods throughout the region.

Project Objective	Alternative Meets Objective?
City and neighboring jurisdictions.	

To correct a typographical error, in the fourth row of **Table 8-B – Comparison of Alternative 2 (No Project Specific Plan Build Alternative) to the Proposed Project** on page 8-16 will be modified as follows:

Component	Proposed Project	Alternative 2	Difference
On Site Mitigation Area	Yes	Yes~~No~~	NA

To correct a typographical error, the paragraph under the subheading Greenhouse Gas Emissions on page 8-19 of the DEIR will be modified as follows:

Greenhouse Gas Emissions

Development of Alternative 2 would result in the same disturbance area (site footprint) as the proposed Project. Thus, the one-time construction-related GHG emissions from Alternative 2 were assumed to be the same as the Project. The same amount of trees would be planted in the on-site Mitigation Area; therefore, the amount of CO2e emissions sequestered from development of Alternative 2 would be similar to the proposed Project. Total GHG emissions from Alternative 2 (which includes amortized construction emissions and sequestration and operational emissions) may be greater than the proposed Project due to the increase in total traffic trip generation and potential increase in on-site stationary equipment used for manufacturing. However, the truck trip lengths are unknown and may not be traveling the same distance as the proposed Project (to and from the Ports). Because the BAU emissions for Alternative 2 would also include the same development as Alternative 2, it is anticipated that Alternative 2's GHG emissions reductions from the BAU may be similar to the proposed Project and would also achieve the City's RRG CAP reduction target for 2020 and hence the AB 32 reduction target for 2020. Alternative 2 would also comply with all present and future regulatory measures developed in accordance with AB 32 and CARB's Scoping Plan, and incorporates a number of Project design features that would further minimize GHG emissions, which are incorporated as mitigation measures **MM AQ 1** through **MM AQ 22**.

To clarify the freeways in proximity to the Project site, the Project Objective in the third row of **Table 8-C – Alternative 2 (No Project/Specific Plan Build Alternative) Ability to Meet Project Objectives** on page 8-23 be modified as follows:

Project Objective	Alternative Meets Objective?
Develop and operate a logistics center that is in close proximity to March Inland Port, Interstate~~State Route~~ 215/State Route 60 and	**No.** Under Alternative 2 a logistics center will not be developed.

Project Objective	Alternative Meets Objective?
Interstate 10, to support the distribution of goods throughout the region and that also limits truck traffic distribution to residential areas within the City and neighboring jurisdictions.	

The title of **Table 8-D** on page 8-25 of the DEIR will be modified as follows to clarify an internal inconsistency between how the table is introduced in the second full paragraph under subheading 8.5.3 Alternative 3 – Reduced Density Alternative, and how the table is titled as follows:

Table 8-D –Comparison of Alternative 3 (Reduced Density~~No Project/Specific Plan Build~~ Alternative) to the Proposed Project

To clarify the freeways in proximity to the Project site, the Project Objective in the third row of **Table 8-E – Alternative 3 (Reduced Density Alternative) Ability to Meet Project Objectives** on page 8-32 be modified as follows:

Project Objective	Alternative Meets Objective?
Develop and operate a logistics center that is in close proximity to March Inland Port, Interstate~~State Route~~ 215/State Route 60 and Interstate 10, to support the distribution of goods throughout the region and that also limits truck traffic distribution to residential areas within the City and neighboring jurisdictions.	**Yes.** Alternative 3 would develop and operate a logistics center in proximity to March Inland Port and area freeways that limits truck traffic in residential areas. (**See Figure 5.16-5 – Project Trip Distribution (Trucks – Outbound) and Figure 5.16-6 – Project Trip Distribution (Trucks – Inbound)**)

Section 9 – References

There are no revisions to this section of the DEIR.

Appendices to the DEIR

For clarification, the analysis of the Project's consistency with Policy LU-80-3 on pages M-16 – M-17 of Appendix M – to the DEIR will be modified as follows:

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
Policy LU-80.3	Minimize any adverse land use conflicts between industrial uses and the residential and open space properties that abut specific plan areas.	The proposed Project is located within the Sycamore Canyon Business Park Specific Plan and abuts residential land uses to the north and northwest and the Sycamore Canyon Wilderness Park to the west. Project design will ensure that the residential neighborhood located to the north and northwest will be protected from development of the proposed Project. As a result, the Project Proponent did not propose parking along the northern side of Building 2, has designed Building 2 with no cross dock facilities, and has set the building back 100-feet from the nearest residential property line. Additionally, the Project proposes an on-site trail easement which will provide connectivity for recreational users of the Sycamore Canyon Wilderness Park and a parking lot for the users to safely park and access the trail. Fencing, the Mitigation Area, and on-site landscaping will provide visual appeal, functionality, and will act as a buffer which will shield the Project site from the surrounding land uses. Finally, the Project is required to comply with MSHCP Section 6.1.4 (Urban/Wildlands Interface) which will reduce land use conflicts between the proposed Project operations and the park.	Consistent

Remainder of page intentionally blank.

Appendix M has also been clarified to include analysis of Policy AQ-1.8 as follows:

Applicable City of Riverside General Plan 2025 Objectives and Policies		Relationship of the Project to the Policy	Consistency Level
Policy AQ-1.8	Promote "Job/Housing Opportunity Zones" and incentives to support housing in job-rich areas and jobs in housing-rich areas, where the jobs are located at nonpolluting or extremely low-polluting entities.	This is a municipal measure that is not directly applicable to the proposed Project. Nevertheless, the Project site is designated for Light Industrial in the City's 2025 General Plan. The currently proposed Project involves construction and operation of two logistics center buildings at the Project site, which is consistent with the site's land use designation. Further, as discussed in Section 5.3.14 of the DEIR (p. 5.3-40), neither the short-term nor long-term Project-related emissions will exceed the localized significance thresholds for air quality impacts to sensitive receptors for NO_x, CO, PM-10, or PM-2.5. The Project will also not expose workers or residents in the immediate Project vicinity to cancer or non-cancer risks in excess of SCAQMD thresholds.	Consistent

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