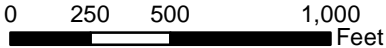




Exhibit 3 - Aerial Photo/Location





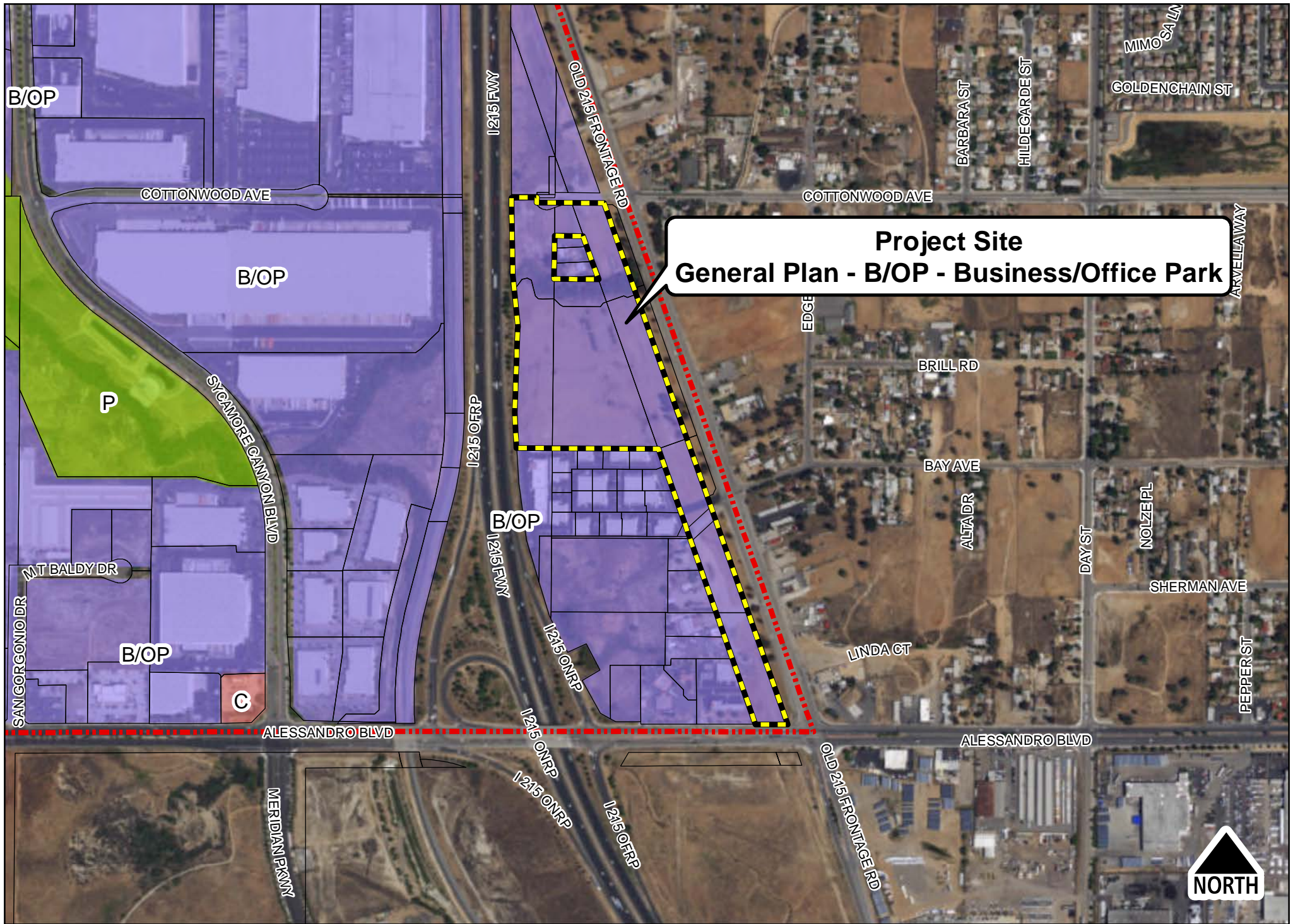
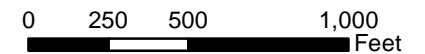


Exhibit 4 - General Plan Map





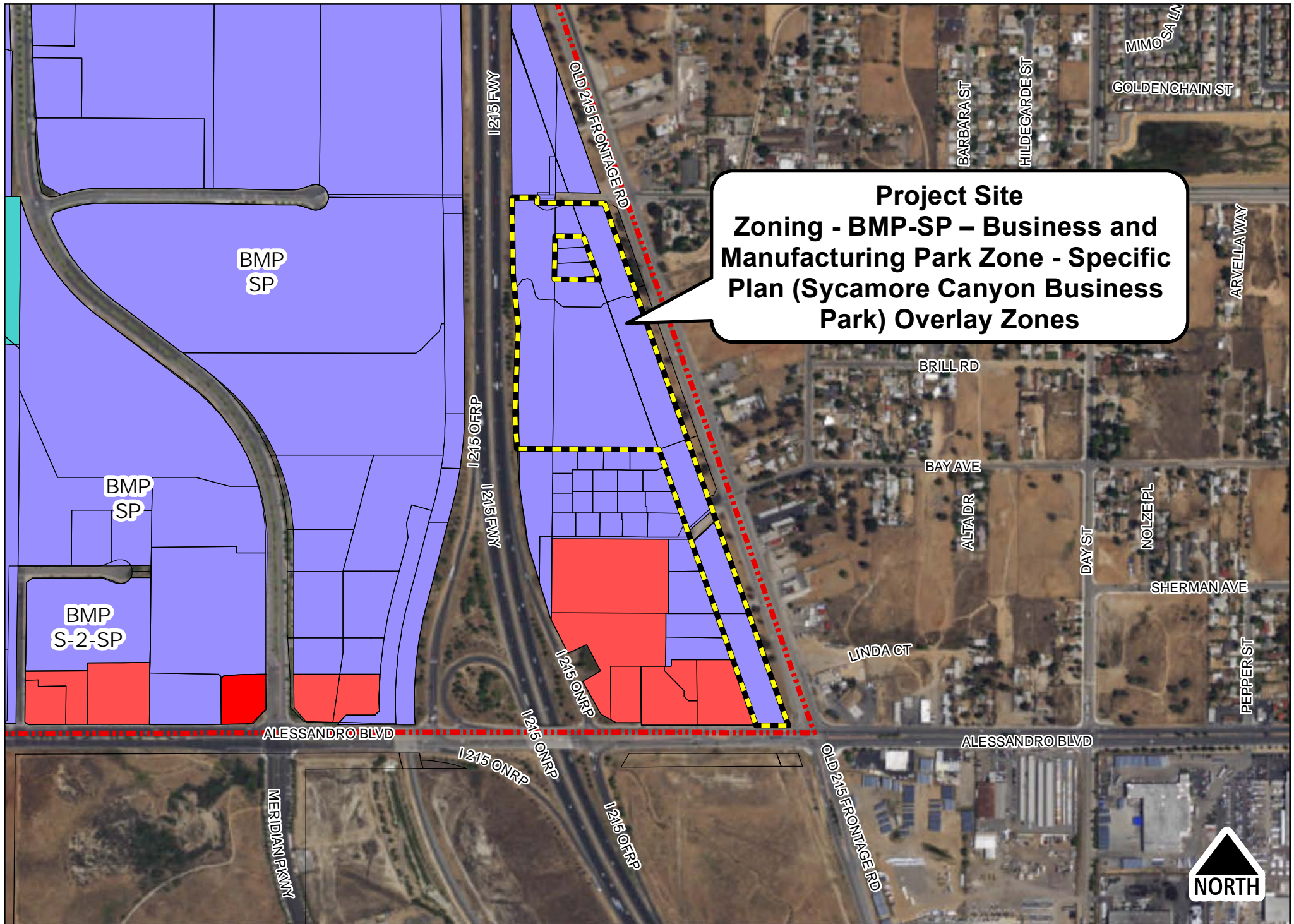


Exhibit 5 - Specific Plan / Zoning Map

Draft Sycamore Canyon Business Park Specific Plan Amendment

TABLE 1  
Land Use Distribution Summary

USE	GROSS ACRES
Retail Business Office	<del>137</del> <u>124.39</u>
Industrial	<del>802</del> <u>824.01</u>
Industrial Support	<del>33</del> <u>23.6</u>
Arroyo (Sycamore Canyon)	431
<i>Total</i>	<i>1,403</i>



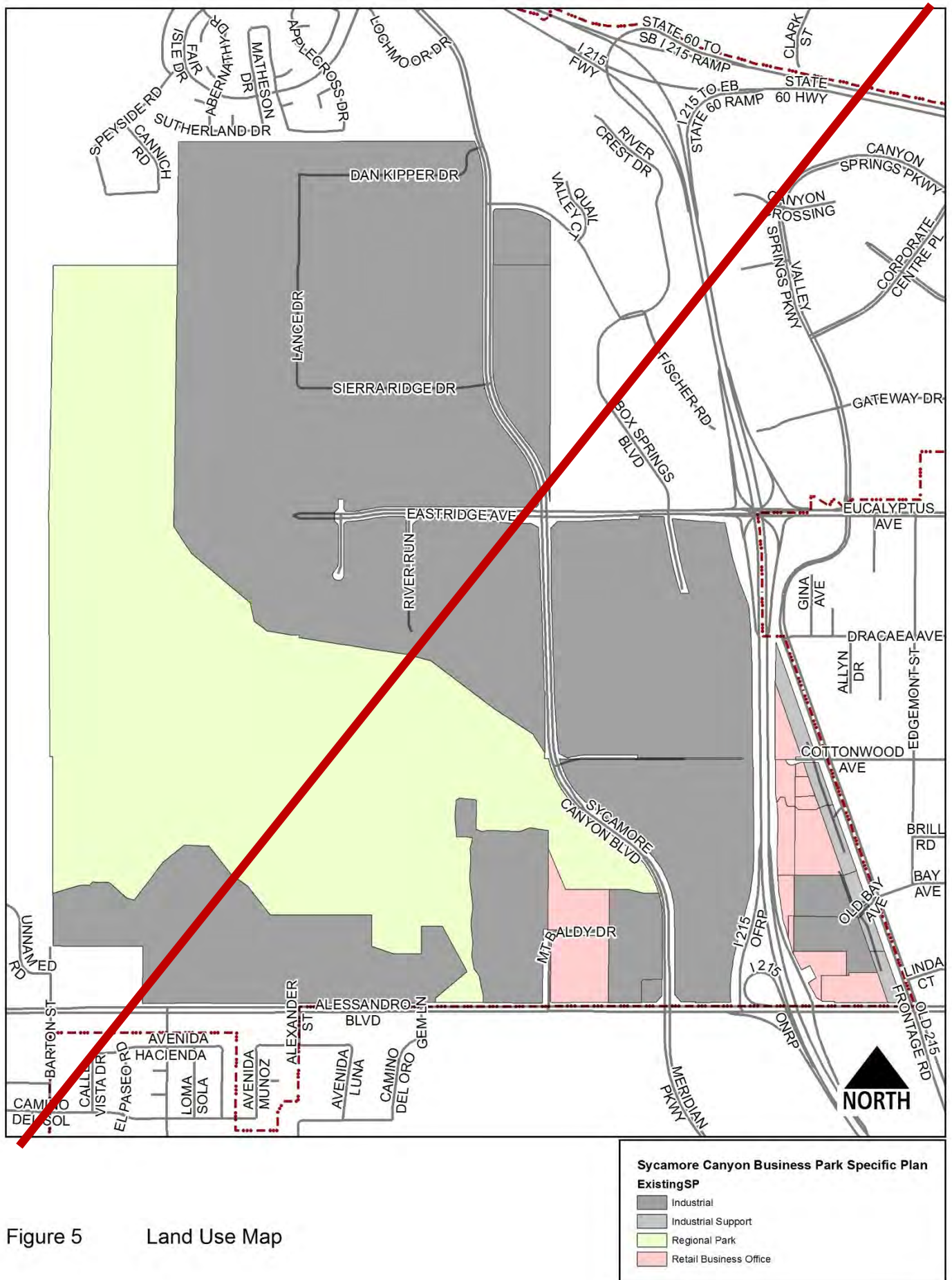


Figure 5 Land Use Map



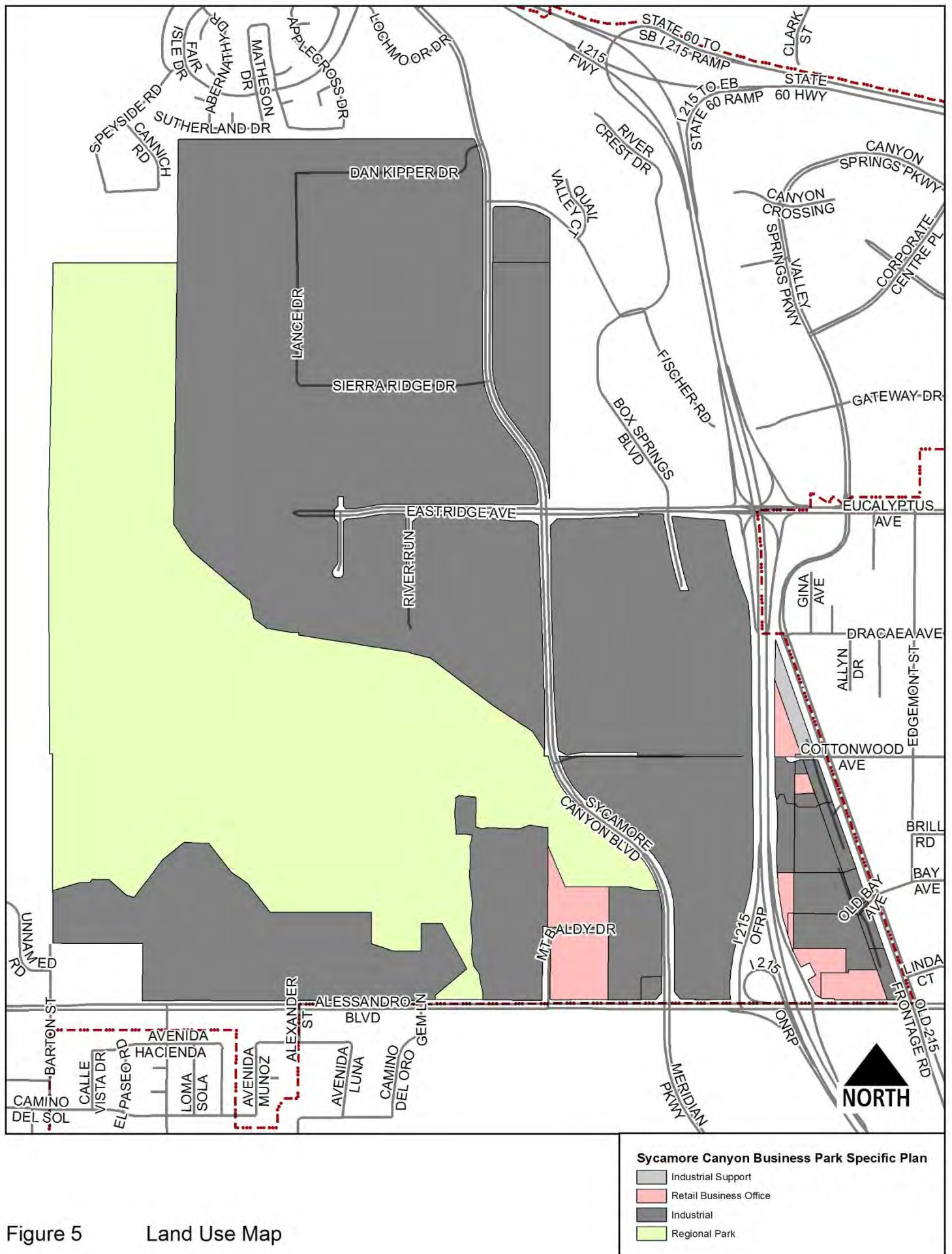


Figure 5 Land Use Map



### 3.2 LOT STANDARDS

The purpose of lot standards is to assure adequate development sites so that appropriate design measures (parking, ingress/egress, building coverage) are feasible.

#### Retail Business Office, Industrial (West of I-215), Industrial Support

The minimum lot size shall be five acres, provided however:

- that 30% of the area of each parcel of land of record existing as of the date this Specific Plan is adopted by the City Council may be subdivided to minimum one acre lots and developed in accordance with the MP Development Standards defined in Chapter 19.46; or 30% of the area of any combination of such parcels held under common ownership within the same Specific Plan designation, may, at the discretion of the Planning Commission, be subdivided to minimum one acre lots. Exempt from these lot size standards are those lots within the Motorfair Project of 136.9 vacant acres of land. Here, the minimum lot size shall be one acre, except the property fronting on Sycamore Canyon Boulevard shall be two acres;
- that a condominium-style industrial development may be permitted in such areas provided that such development contains one total acre or more; and
- that such lots do not have frontage on thruways or collector streets.
- Minimum lot widths shall be 300 feet for five acre and larger lots, and 140 feet for one acre lots.

#### Industrial (East of I-215)

- Minimum lot size of half of an acre
- Minimum lot width of 125 feet.

### 3.2.1 SETBACK STANDARDS

#### Industrial (West of I-215) and Industrial Support

The following setbacks shall be required for all arterial streets within the Industrial (West of I-215) and Industrial Support designated properties within the Plan Area:

- Front Yards - 50 foot Landscaped building setback
- Side Yard - 20 foot building setback with no landscape requirement



- Rear Yard - 20 foot building setback with no Landscape requirement with the exception of all lots adjacent to Sycamore Canyon Park which shall have a 20 foot landscaped building setback
- Interior Side Street - 20 foot Landscaped building setback

#### Industrial (East of I-215)

The following setbacks shall be required for all arterial streets within the Industrial (East of I-215) designated properties within the Plan Area:

- Front Yards - 10 foot Landscaped building setback
- Side Yard - 0 foot building setback with no landscape requirement
- Street Side Yard - 10 foot Landscaped building setback
- Rear Yard - 20 foot building setback with no Landscape requirement

#### Retail Business Office

The following landscape setbacks shall be required in the Retail Business Office designated properties (Motorfair Project).

- Sycamore Canyon Boulevard - Minimum landscaped front setback of 15'
- Cottonwood Avenue - Minimum landscaped front setback of 10'
- Alessandro Blvd. - 50' landscaped/ building setback (North side of Alessandro Blvd)
- Interior Streets - Minimum 10' landscaped from setback.
- For purposes of this section the landscaped setback shall be required with the exception of those lots westerly of Sycamore Canyon Boulevard, where the existing 20' rear side yard setbacks shall be retained adjacent to the Park only.

### 3.3 PARKING STANDARDS

Parking Standards are necessary to assure public safety and convenience, prevent congestion and increase site efficiency.

The following requirements for off-street parking and loading facilities apply to all development within the Plan:

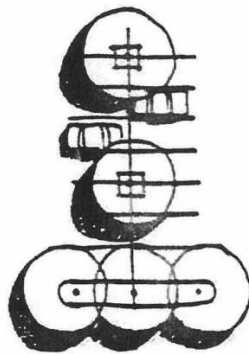
- The basic design requirements of all onsite parking areas shall conform to Chapter ~~19.74~~ 19.580 "Parking and Loading" of the City Code unless specifically amended by details of this Plan.
- Properties within the Industrial (East of I-215) Land Use Designation shall have a minimum 10-foot-wide landscaped setback along all street frontages for parking and loading areas.
- All required parking shall be provided onsite.

Parking space shall be required as follows:

- Warehousing or building for storage - One space per 1,000 sq. ft.
- Manufacturing - One space per 350 sq. ft.
- Administrative/Office - One space per 250 sq. ft.
- Mixed-use tenancy (storage/distribution/manufacturing with limited space devoted to exclusive office space) with less than 25% administrative/office use - One space per 300 sq. ft.

No required parking shall be provided within the required front setback area.

Landscaping within parking lots shall be reviewed and approved by the Design Review Board and conformance to standards of this Plan and the City Code. Such landscaping should include use of tree wells or planters at the end of parking bays.



Parking shall be screened from public view by means of landscaping, berms, and low masonry walls. However, vehicle display parking shall be exempt from this requirement in the retail portion of the Plan.



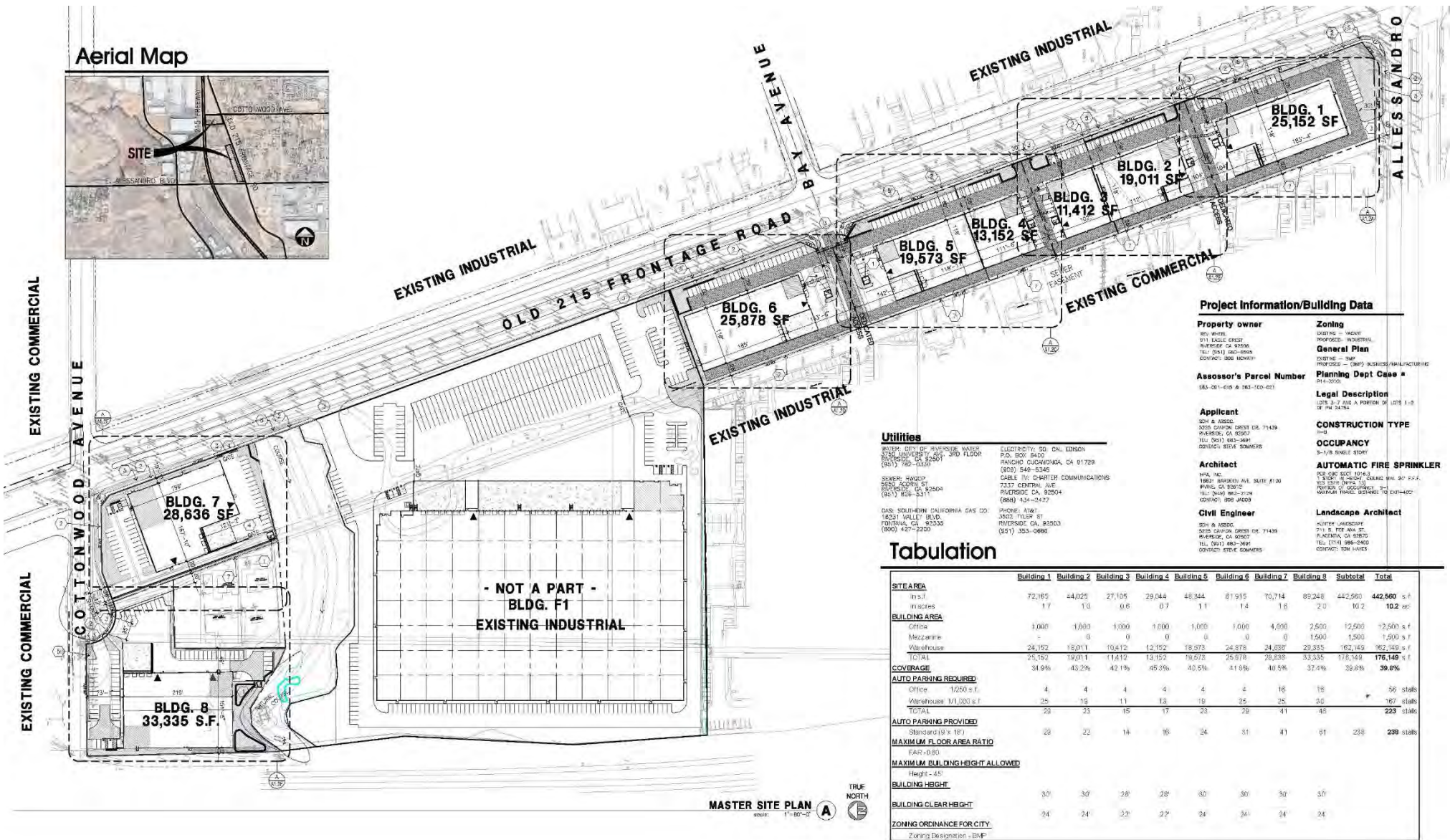
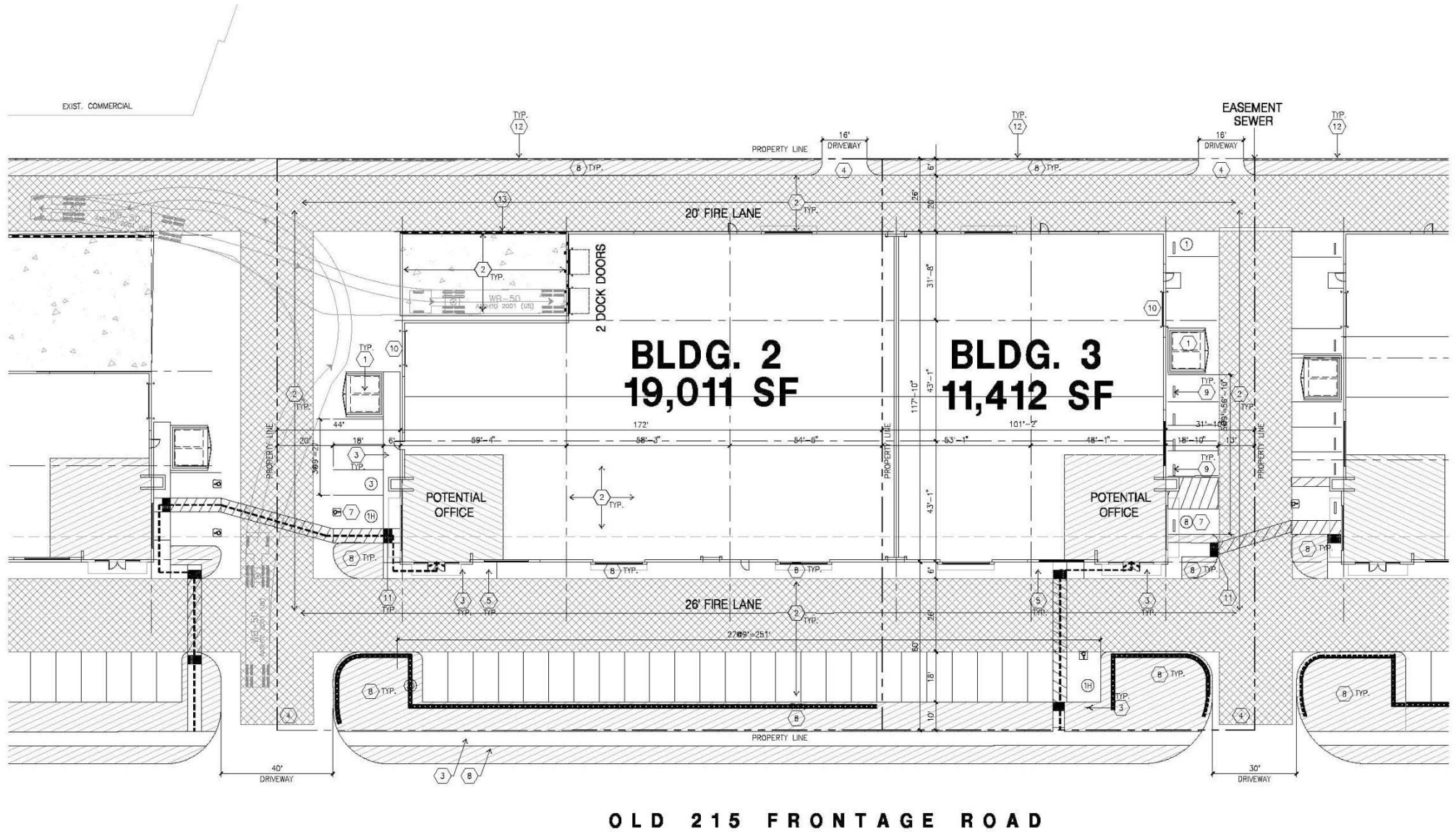


Exhibit 7 - Project Plans (Site Plan)







TRUE PLAN  
NORTH NORTH

**OVERALL SITE PLAN**

scale: 1" = 20'-0"

**A**

Exhibit 7 - Project Plans (Site Plan)



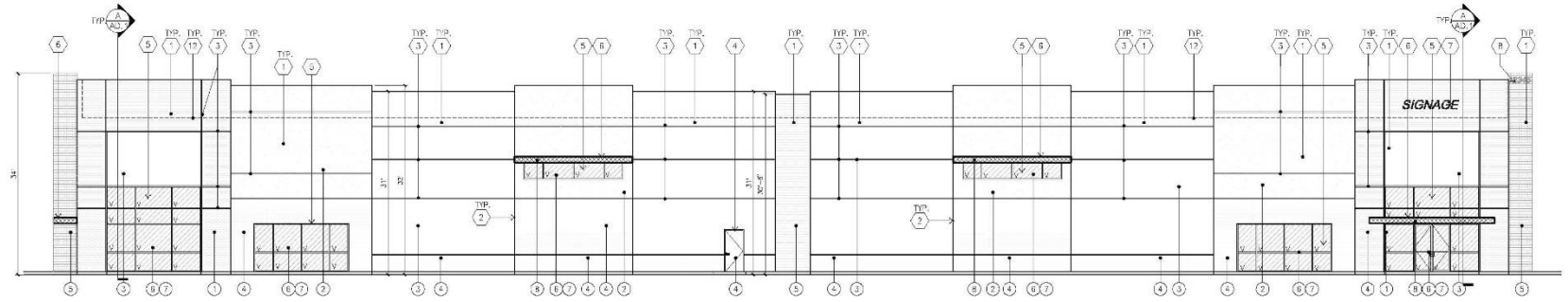




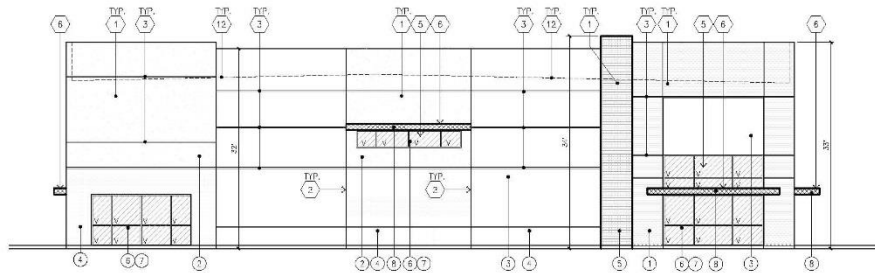




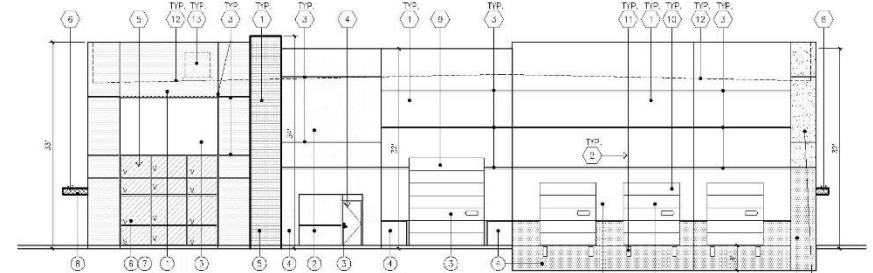




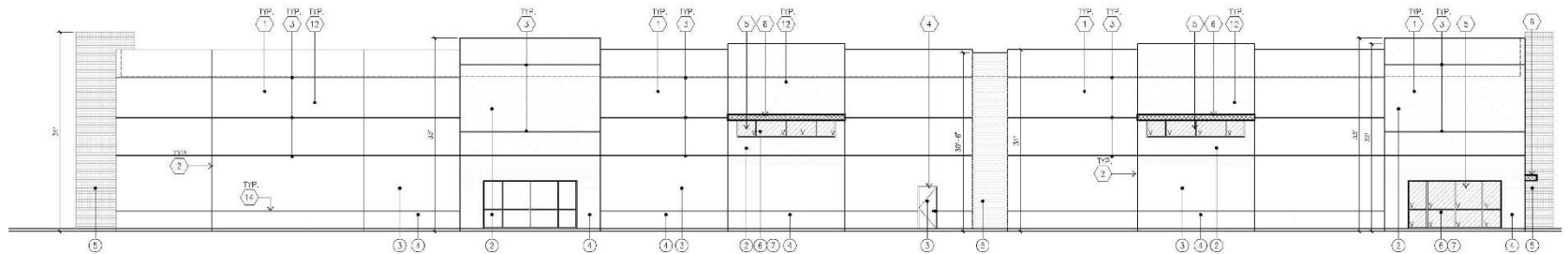
**BUILDING 1 - EAST ELEVATION**  
scale: 1"=10'-0" **A**



**BUILDING 1 - SOUTH ELEVATION**  
scale: 1"=10'-0" **C**



**BUILDING 1 - NORTH ELEVATION**  
scale: 1"=10'-0" **B**



**BUILDING 1 - WEST ELEVATION**  
scale: 1"=10'-0" **D**



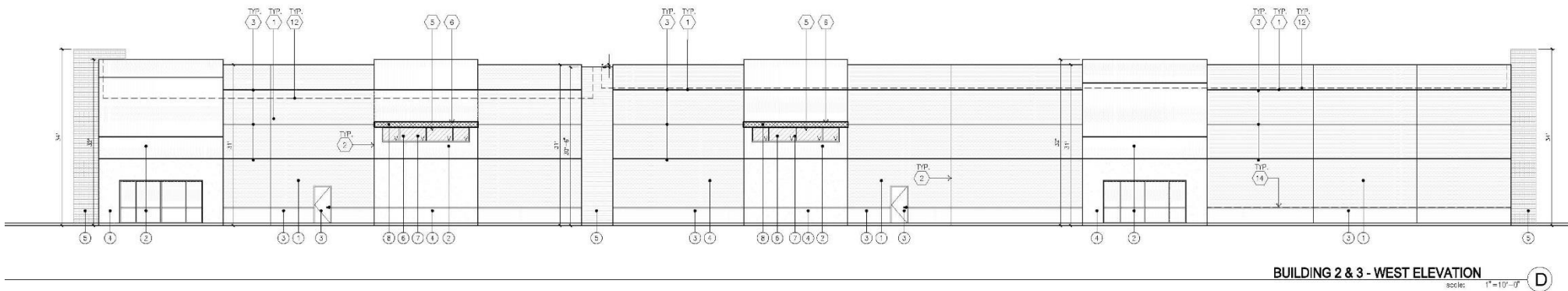
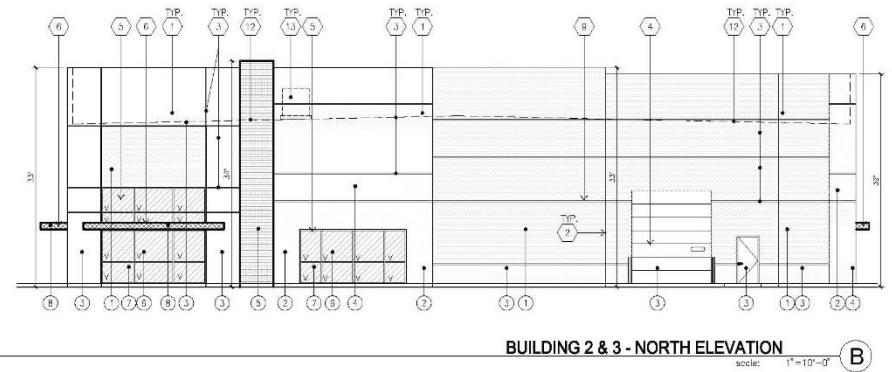
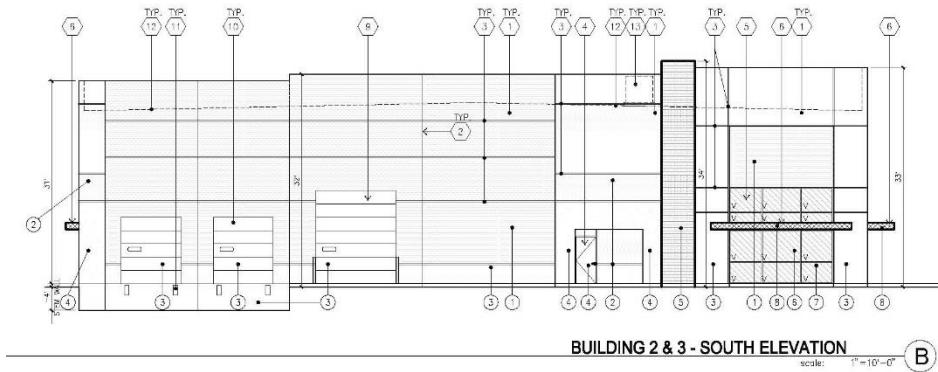
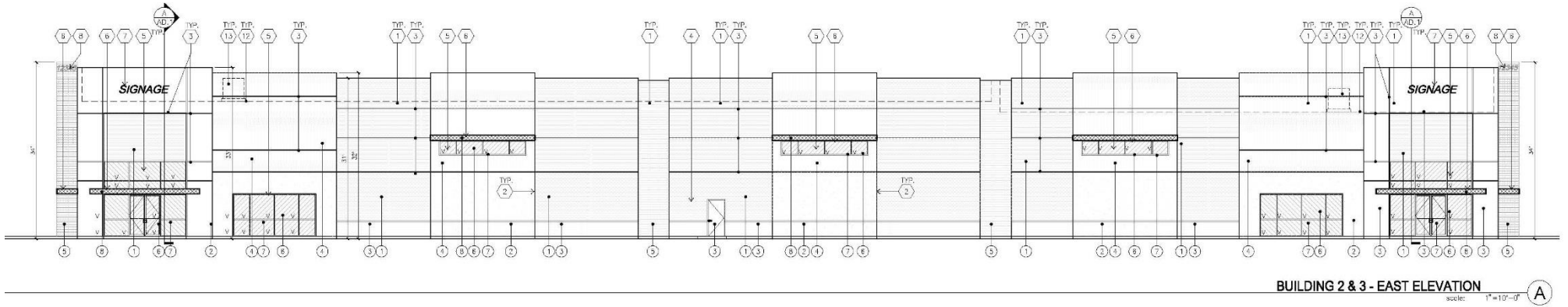


Exhibit 7 - Project Plans (Building Elevations)

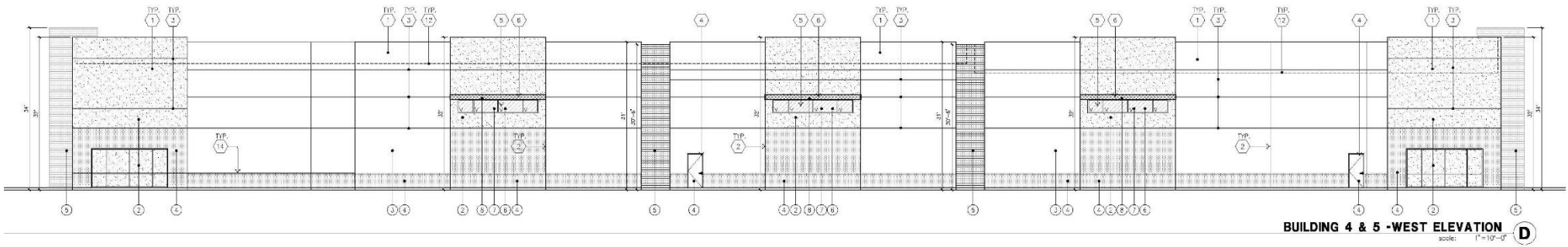
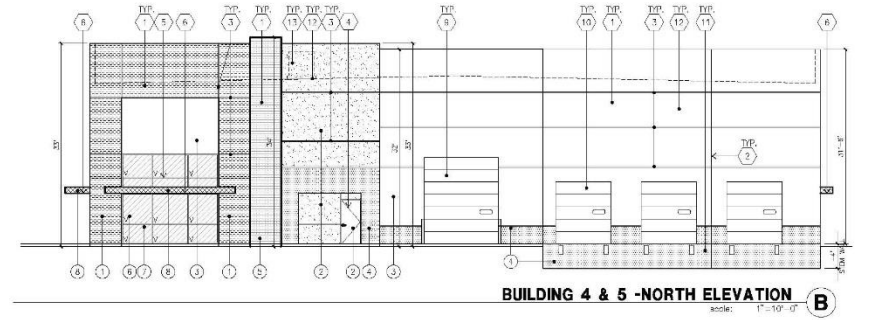
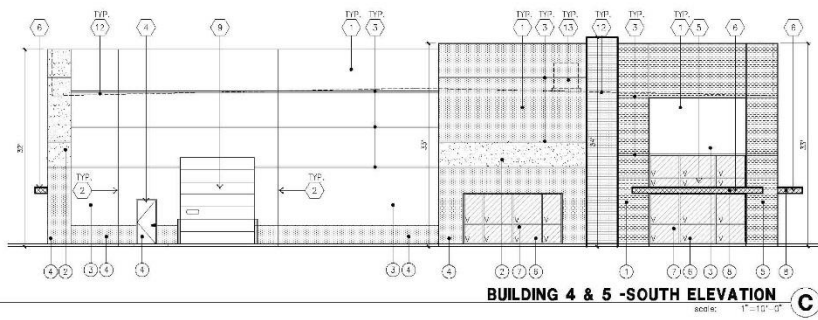
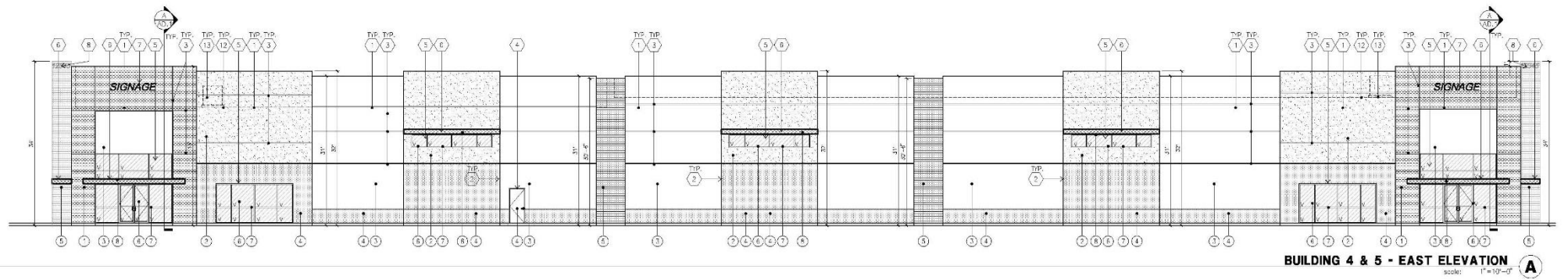


Exhibit 7 - Project Plans (Building Elevations)



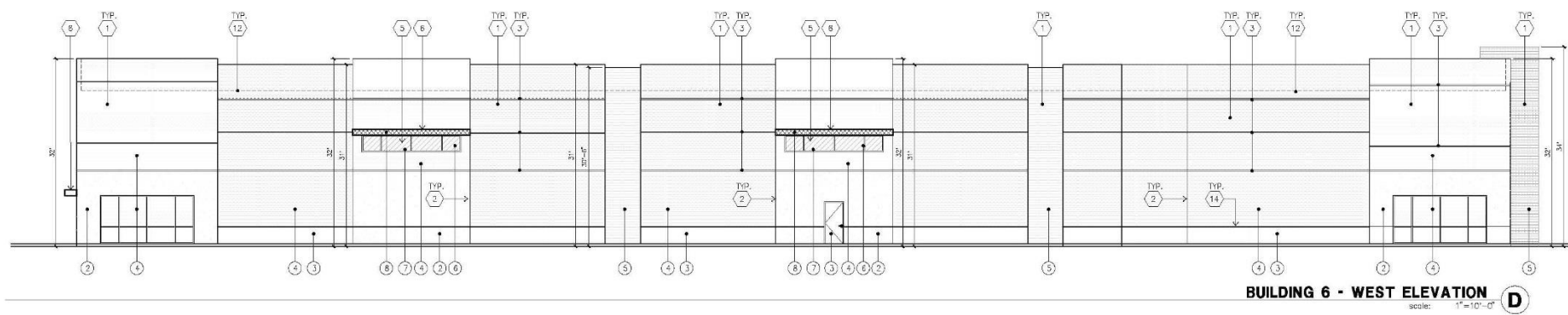
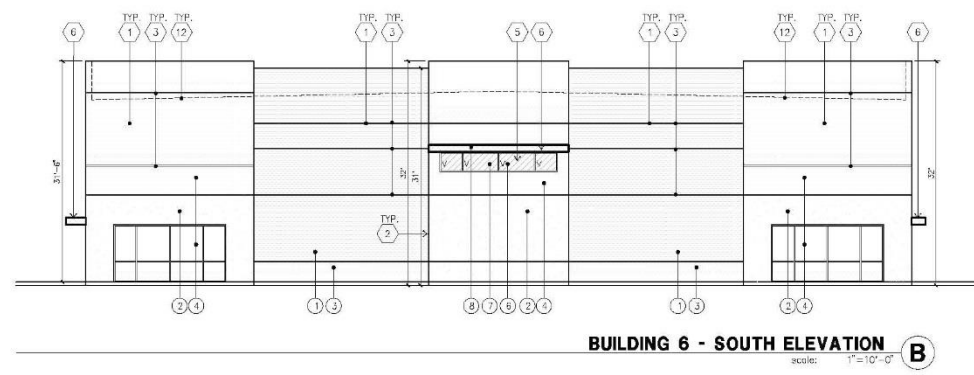
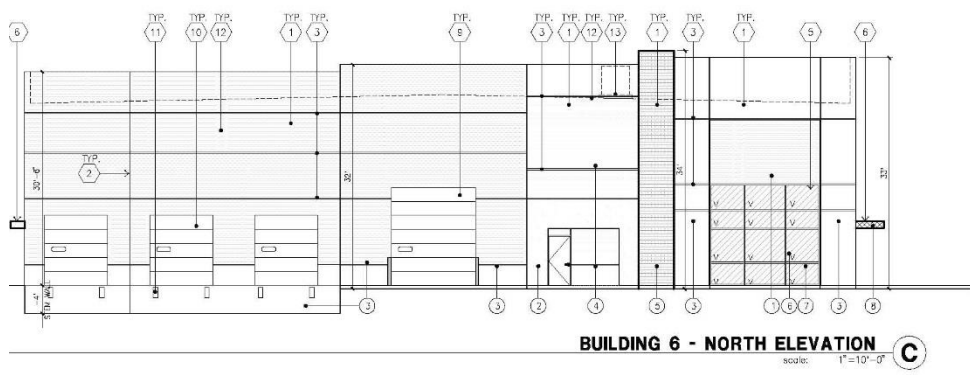
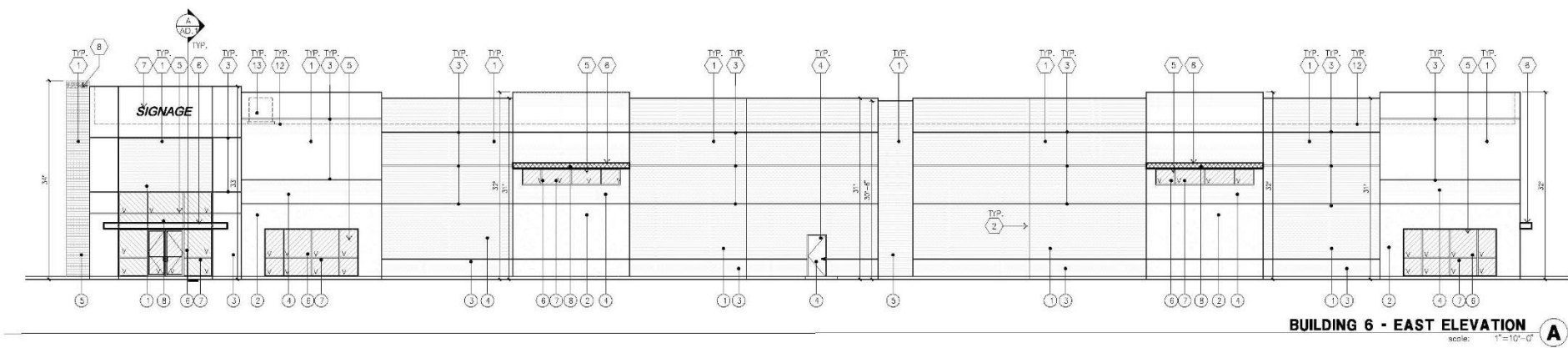


Exhibit 7 - Project Plans (Building Elevations)

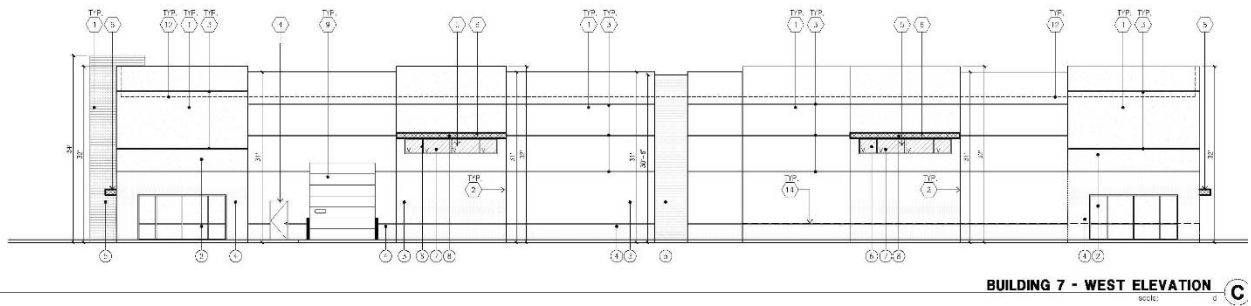
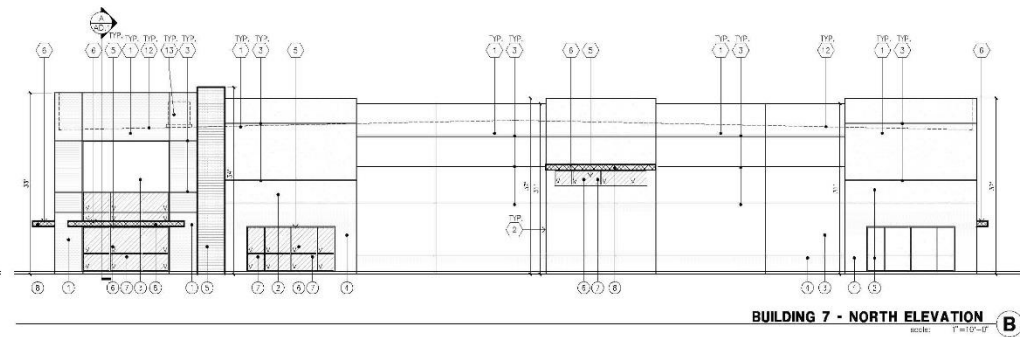
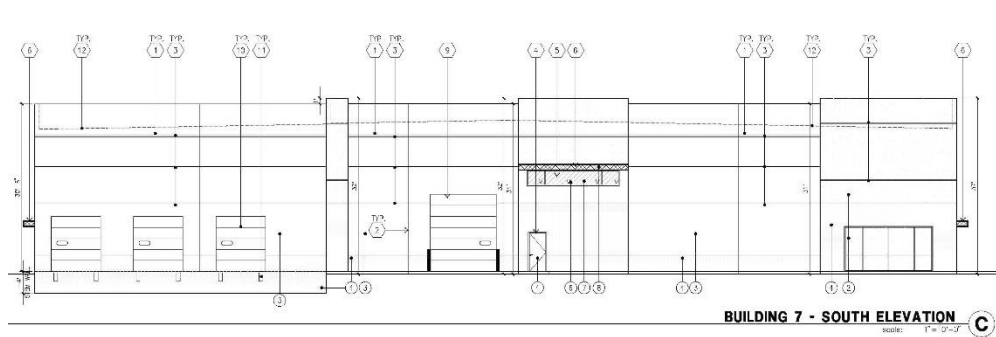
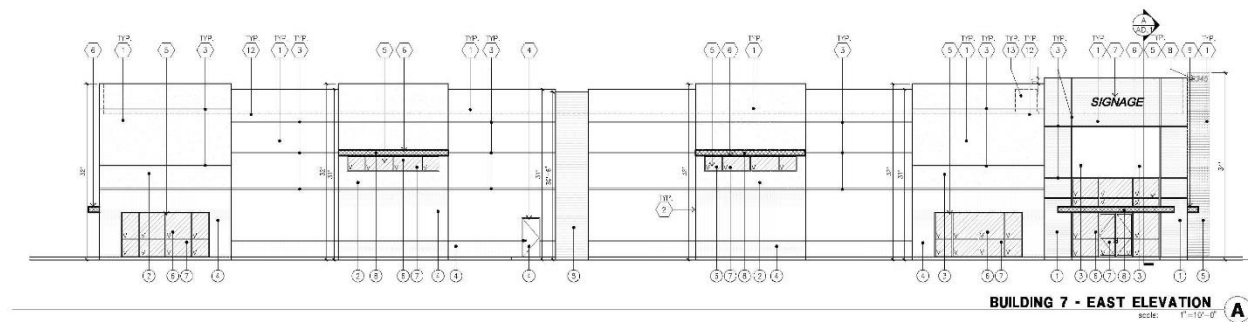


Exhibit 7 - Project Plans (Building Elevations)



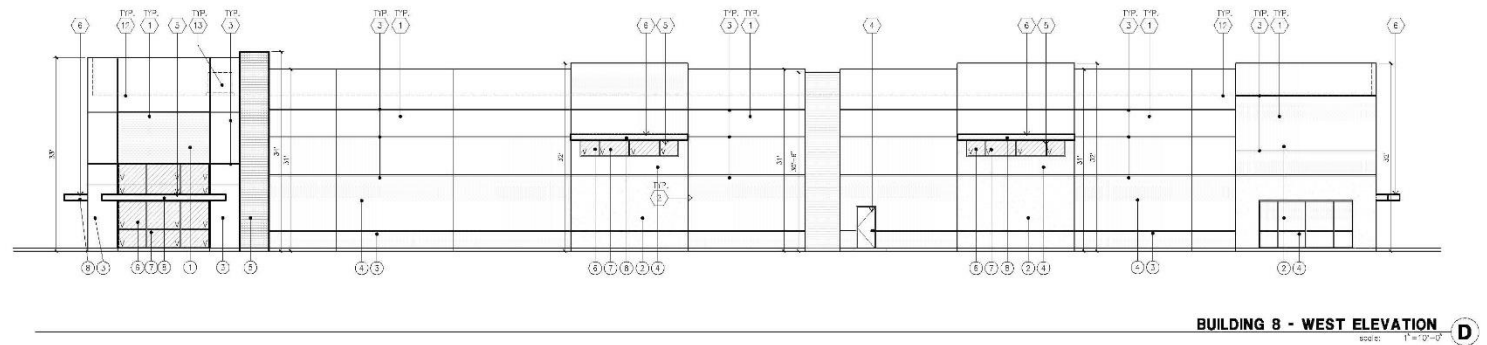
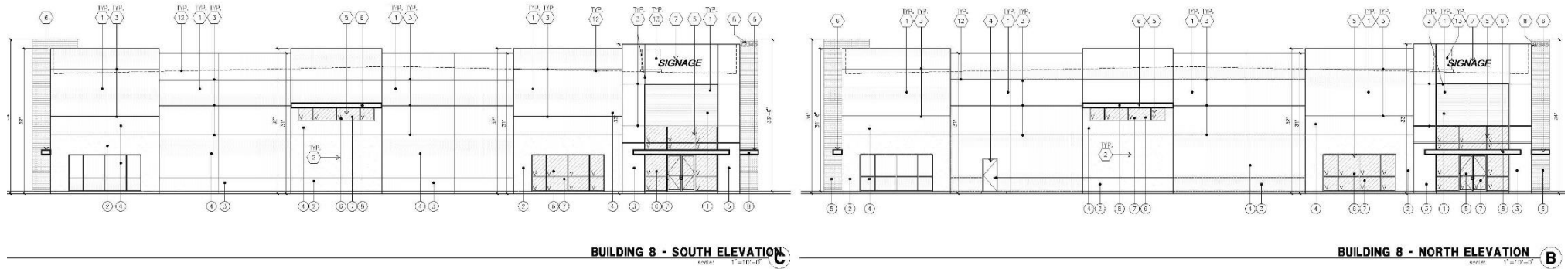
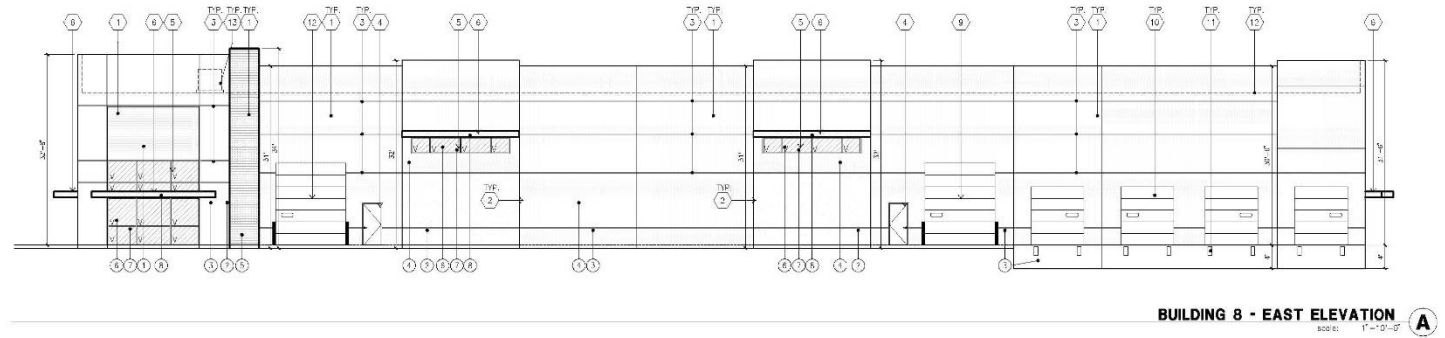


Exhibit 7 - Project Plans (Building Elevations)



**A**



Exhibit 7 - Project Plans (Floor Plans)



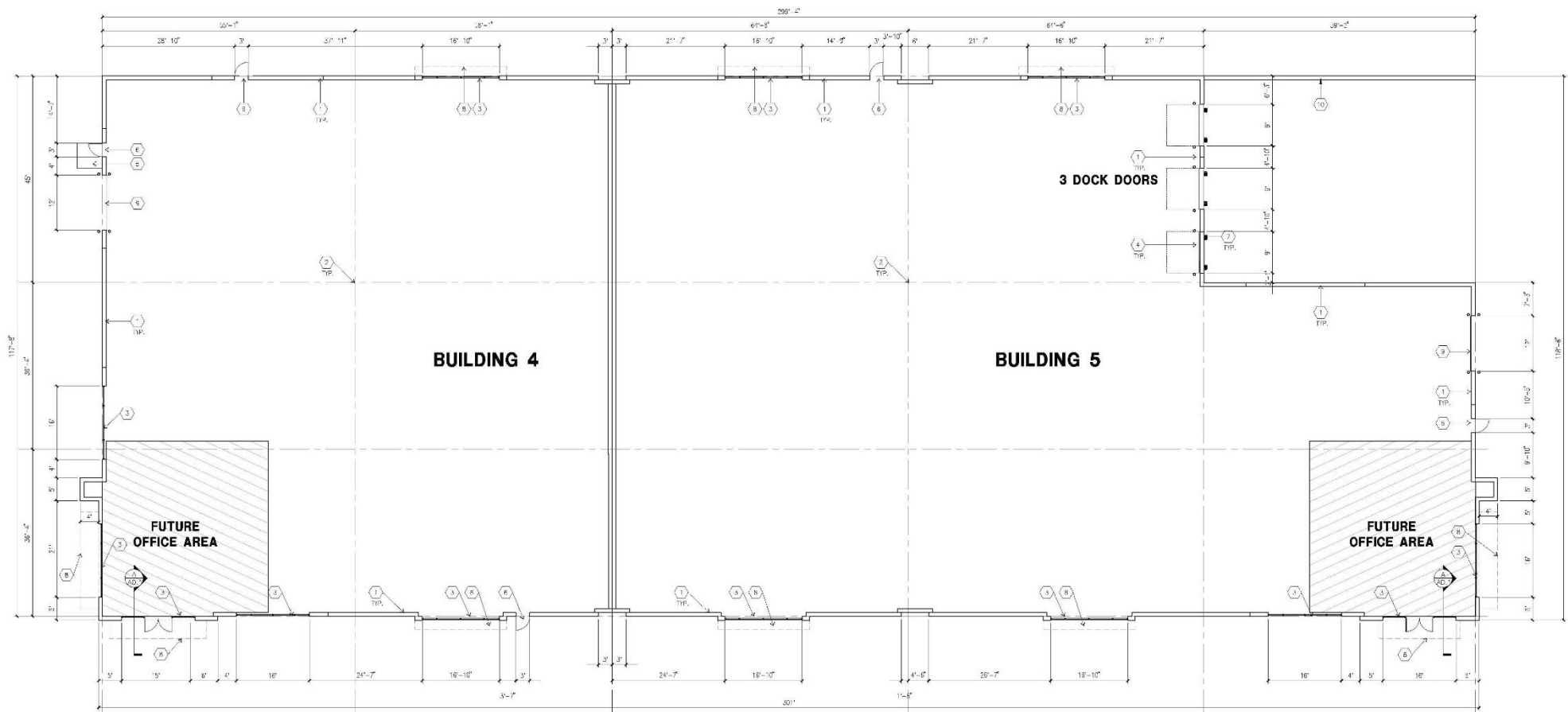
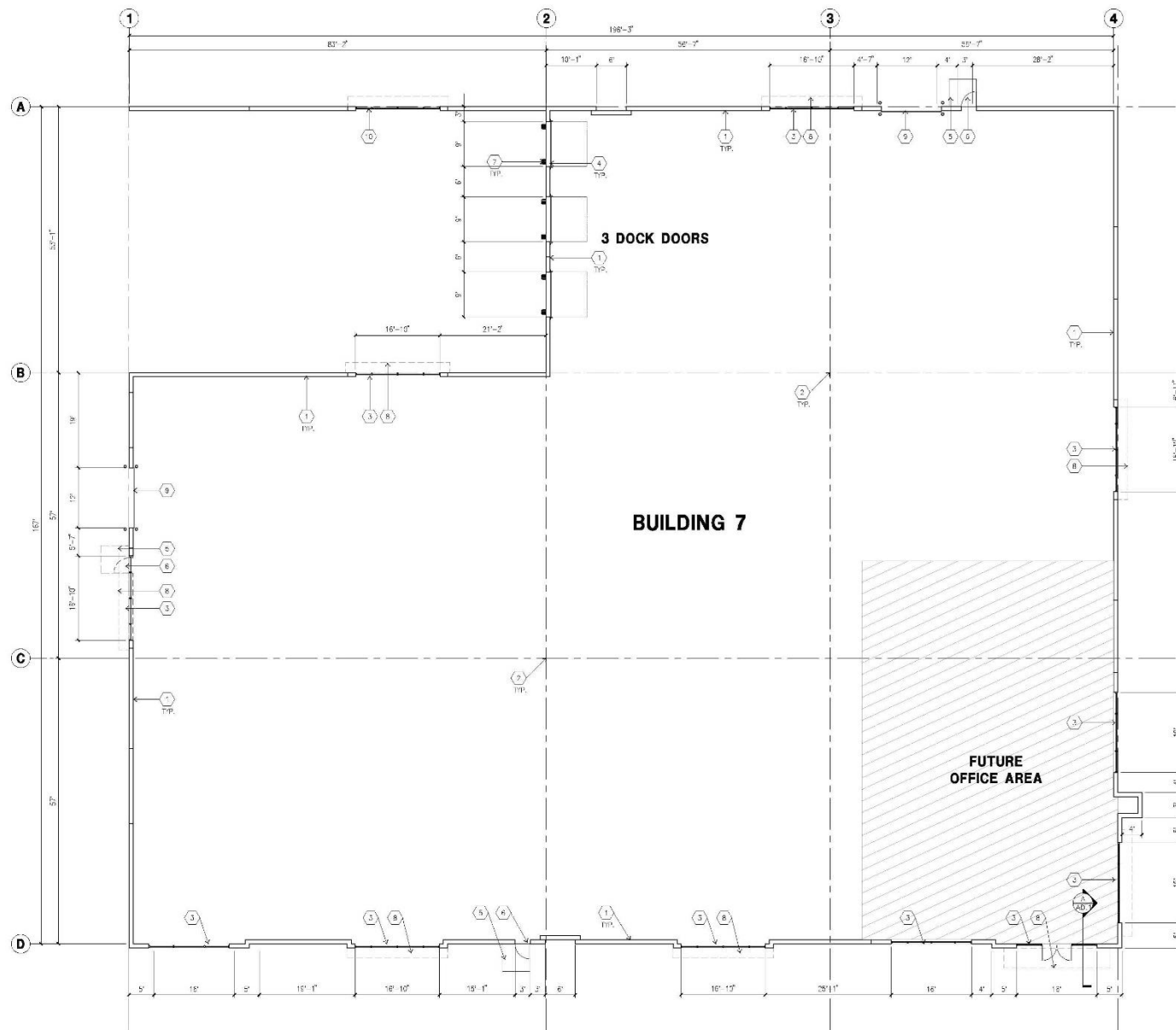


Exhibit 7 - Project Plans (Floor Plans)





OVERALL FLOOR PLAN  
 scale: 1/4" = 1'-0"  
 TRUE NORTH  
 PLAN NORTH

Exhibit 7 - Project Plans (Floor Plans)





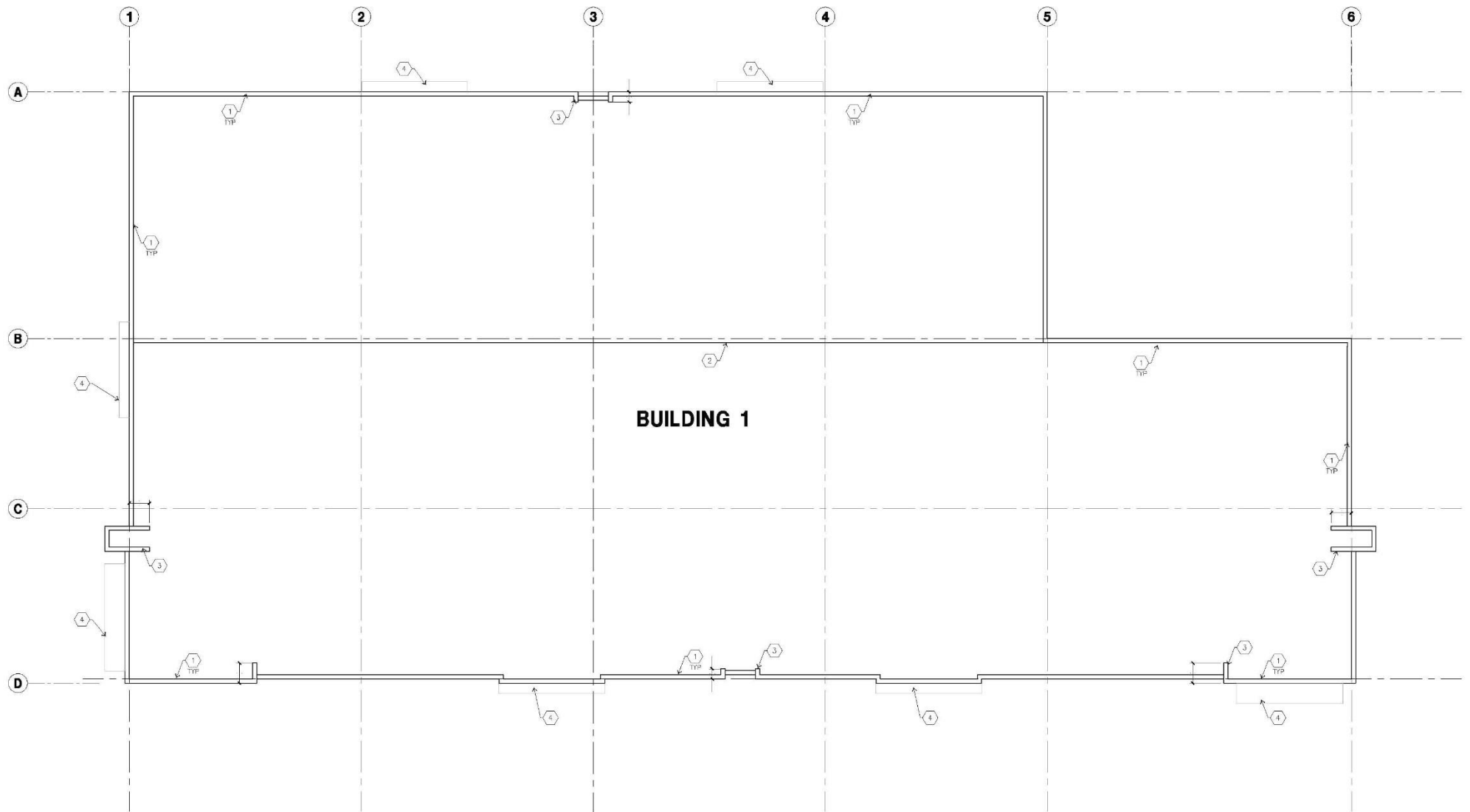


Exhibit 7 - Project Plans (Roof Plans)

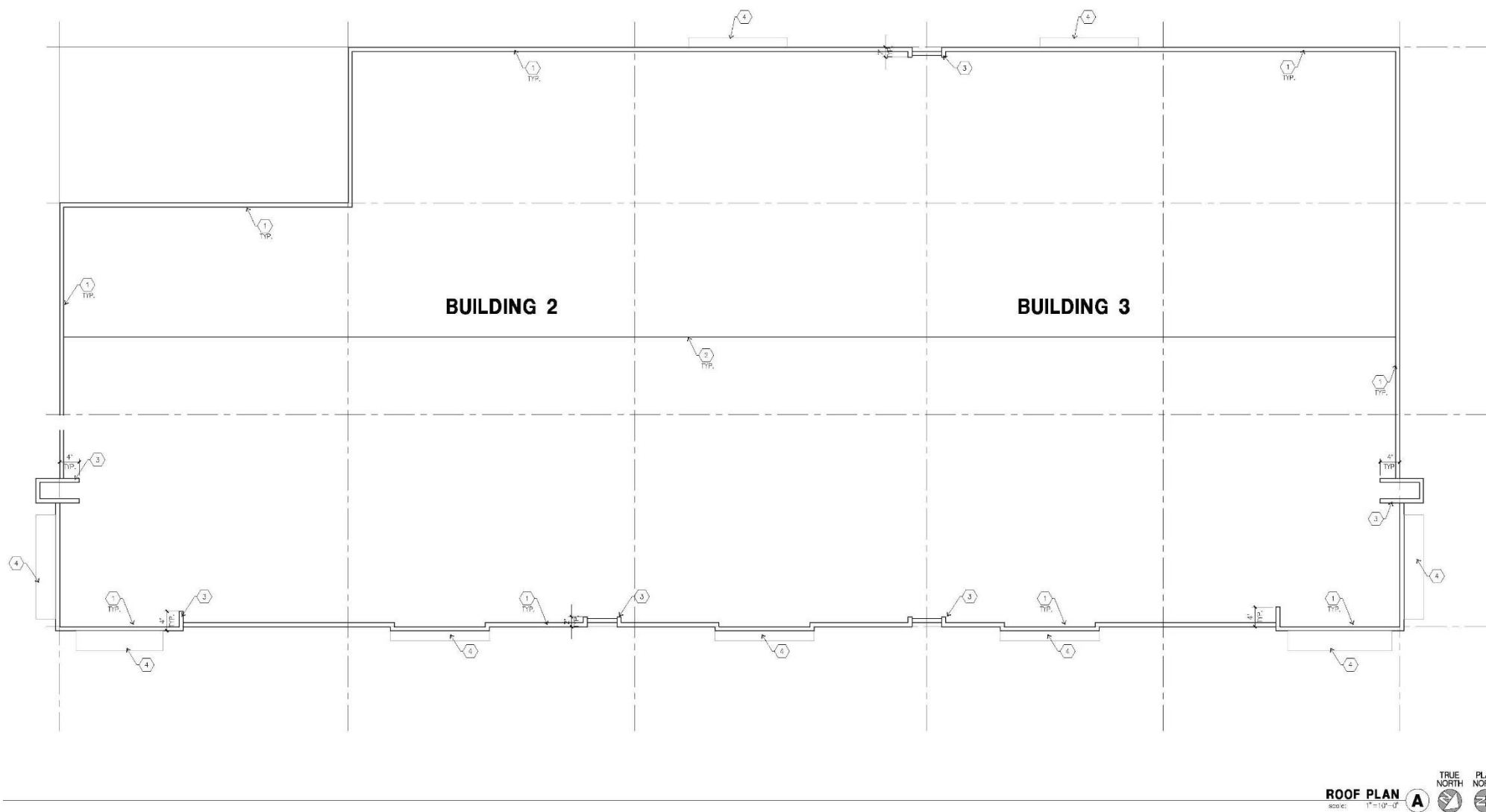


Exhibit 7 - Project Plans (Roof Plans)



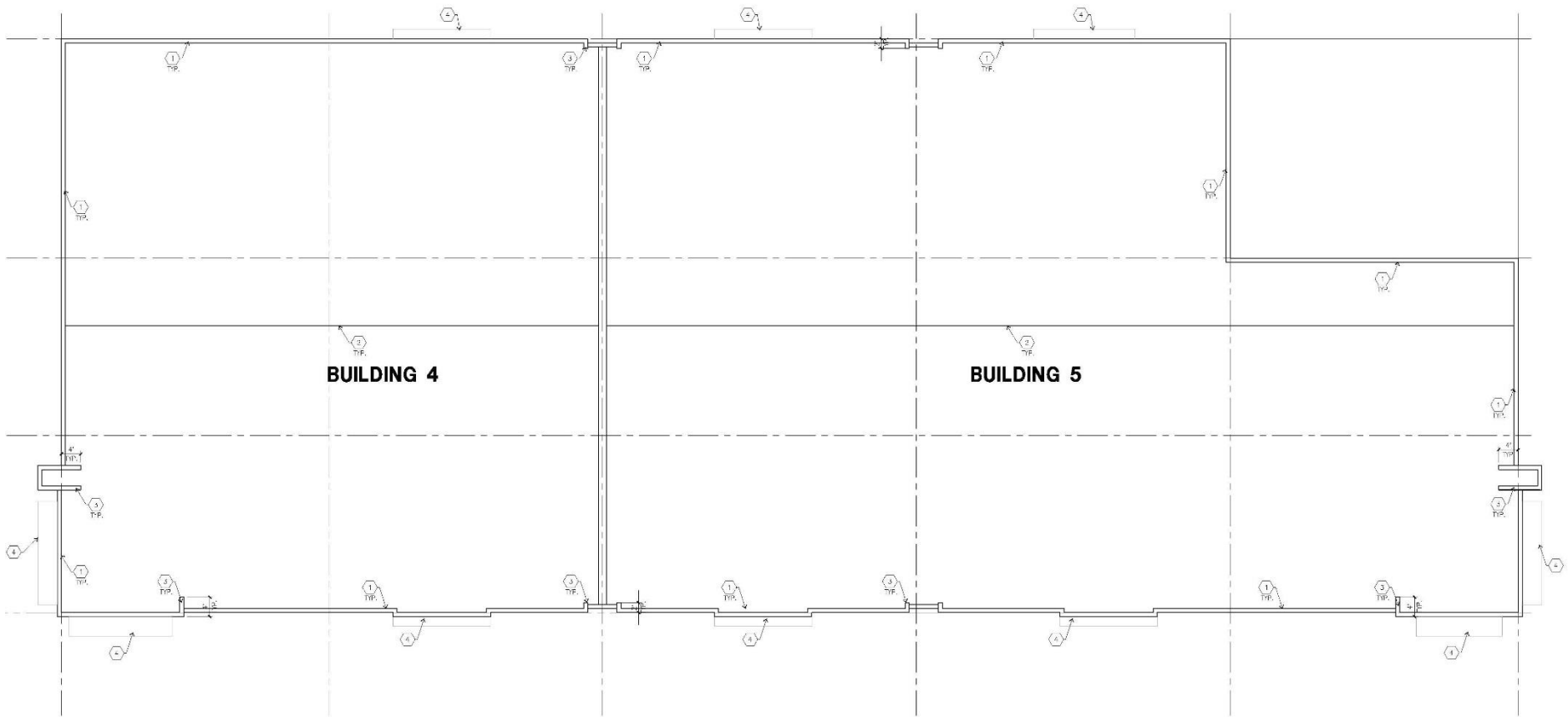


Exhibit 7 - Project Plans (Roof Plans)

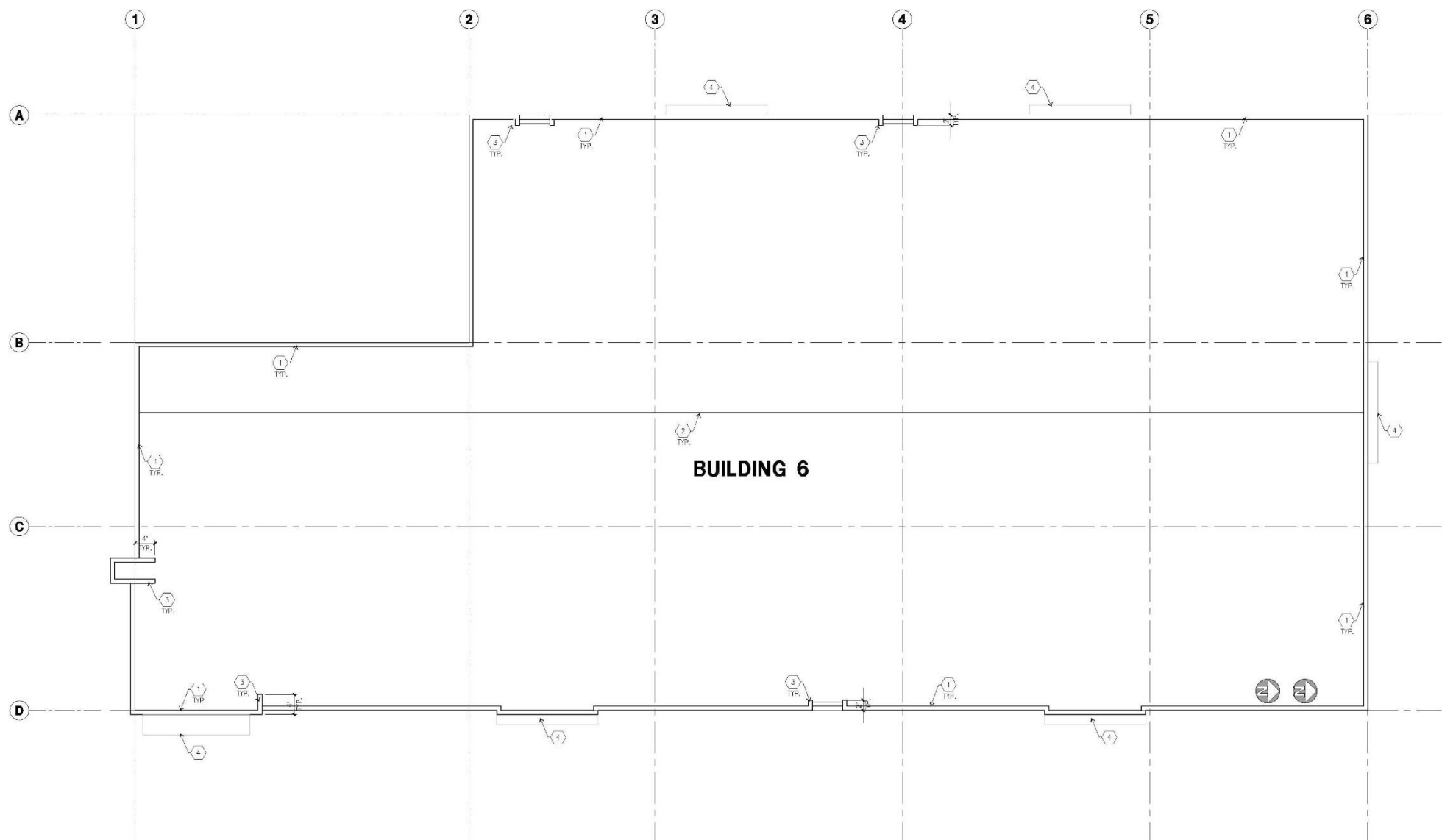


Exhibit 7 - Project Plans (Roof Plans)

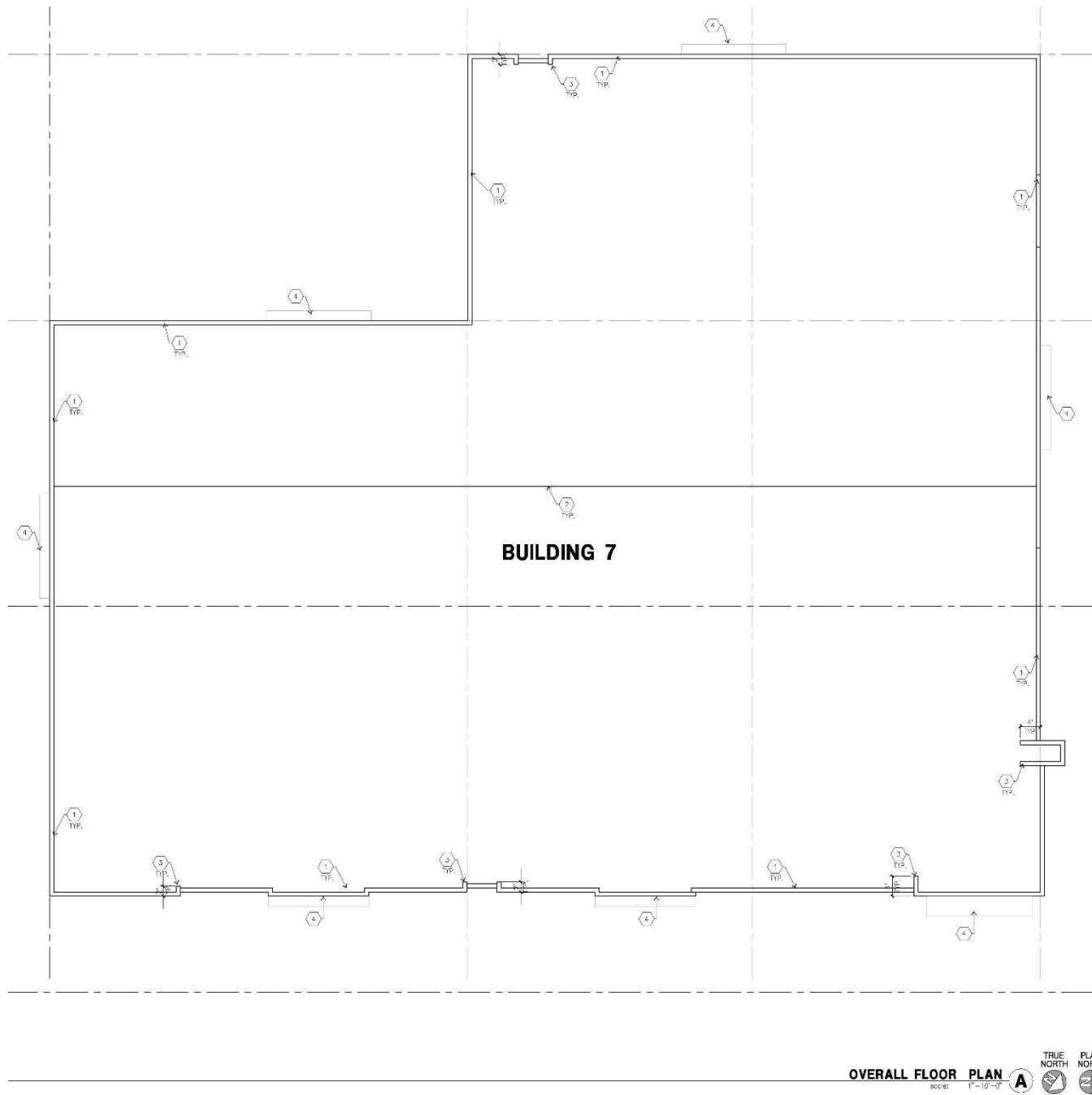


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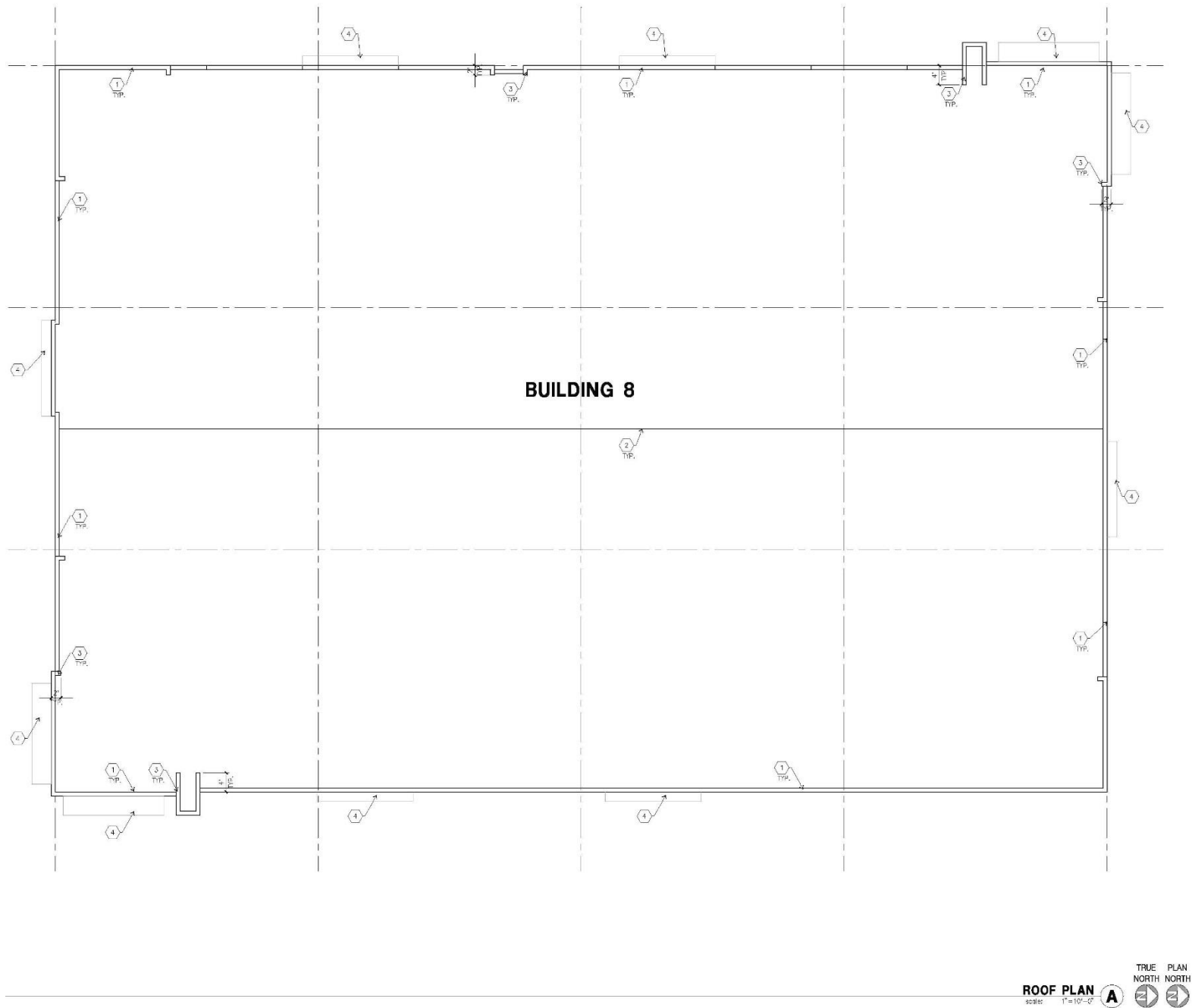


Exhibit 7 - Project Plans (Roof Plans)

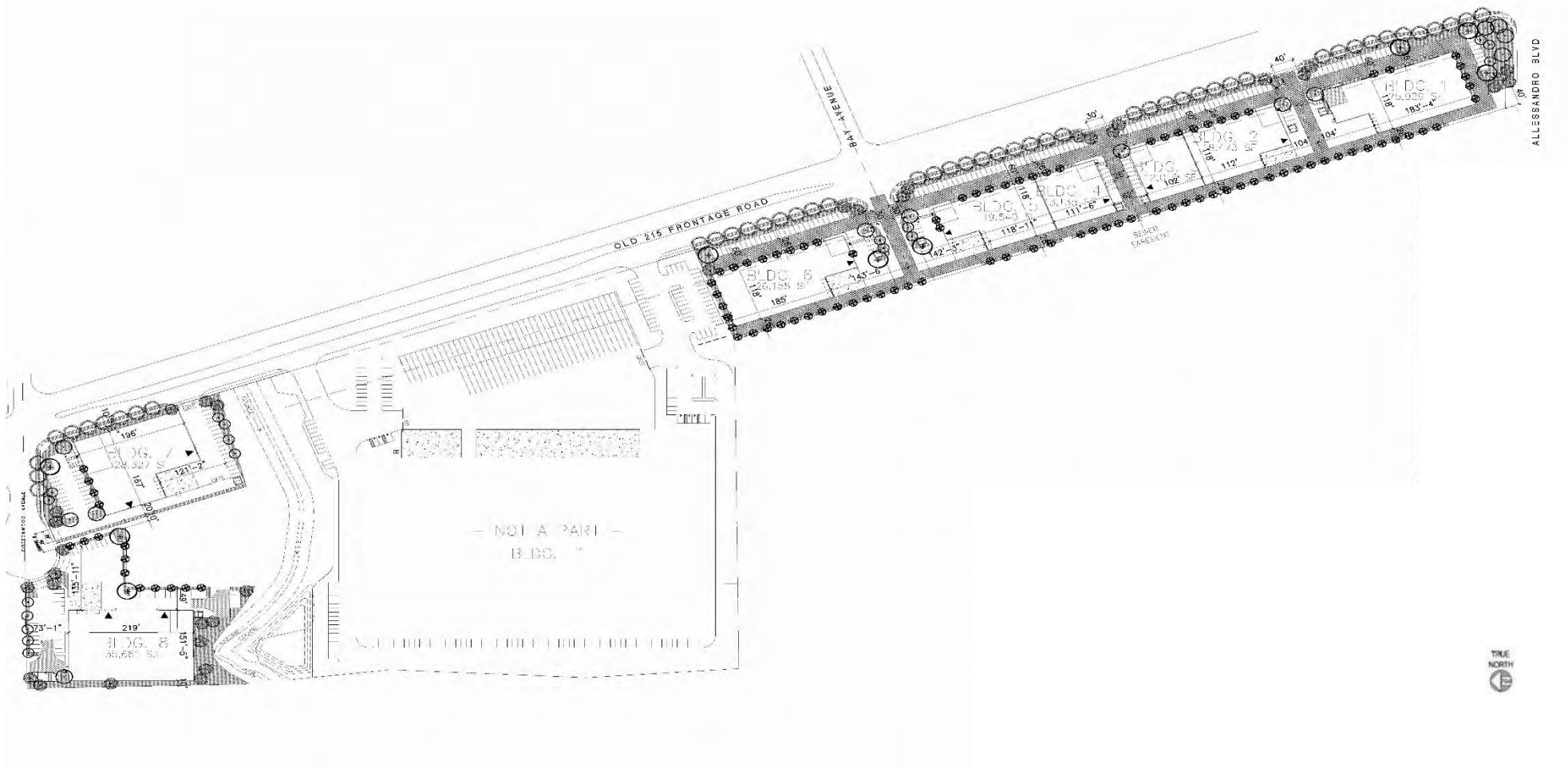


Exhibit 7 - Project Plans (Conceptual Landscape Plan)

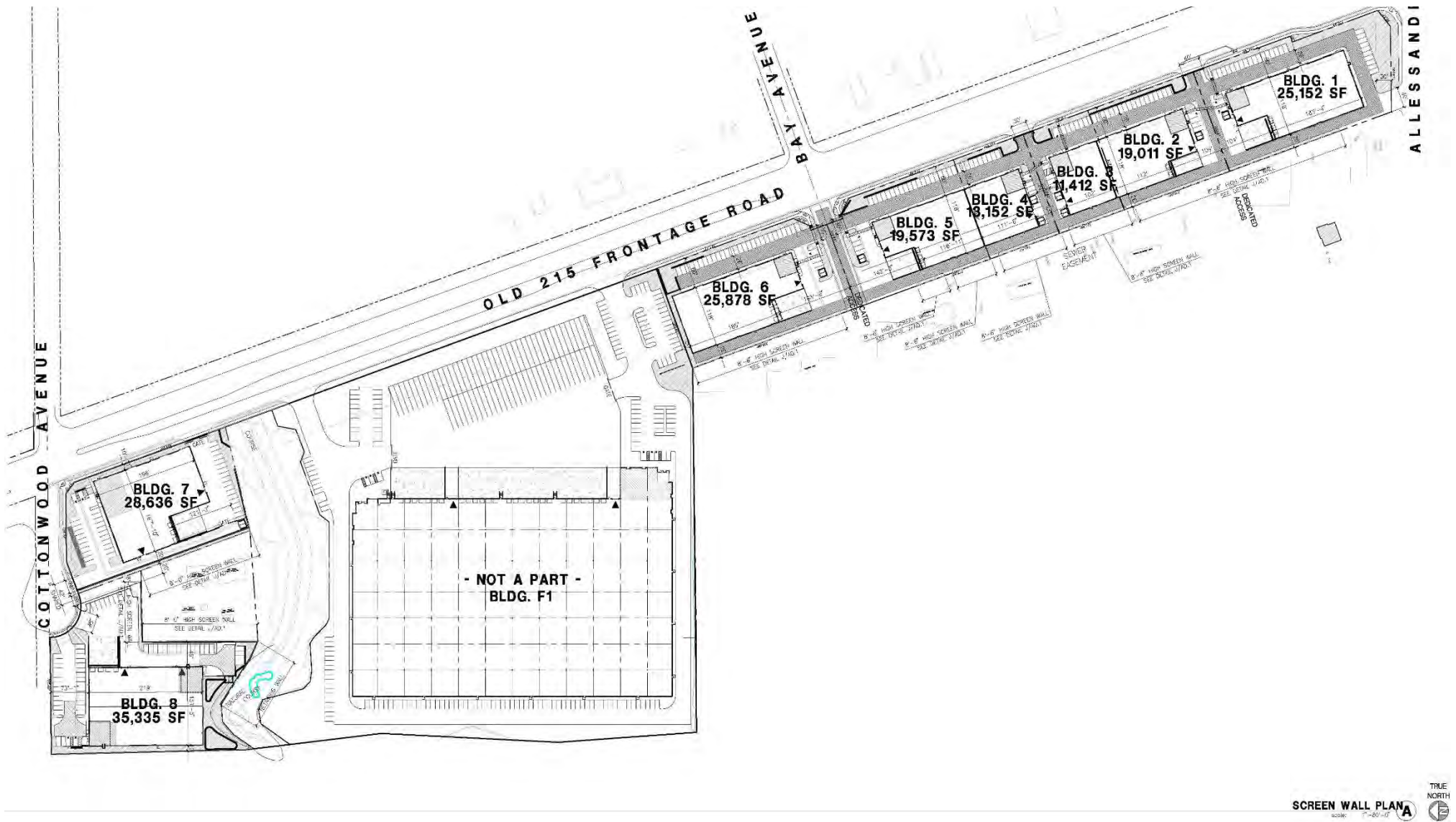
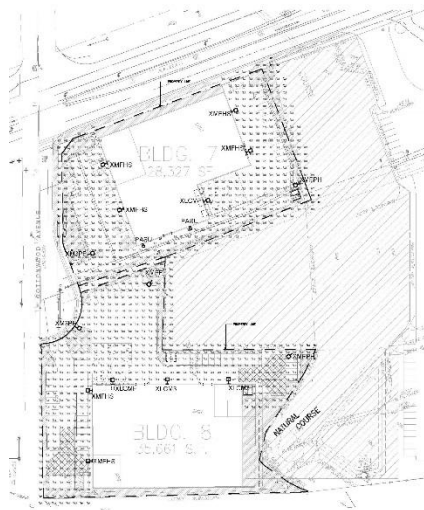


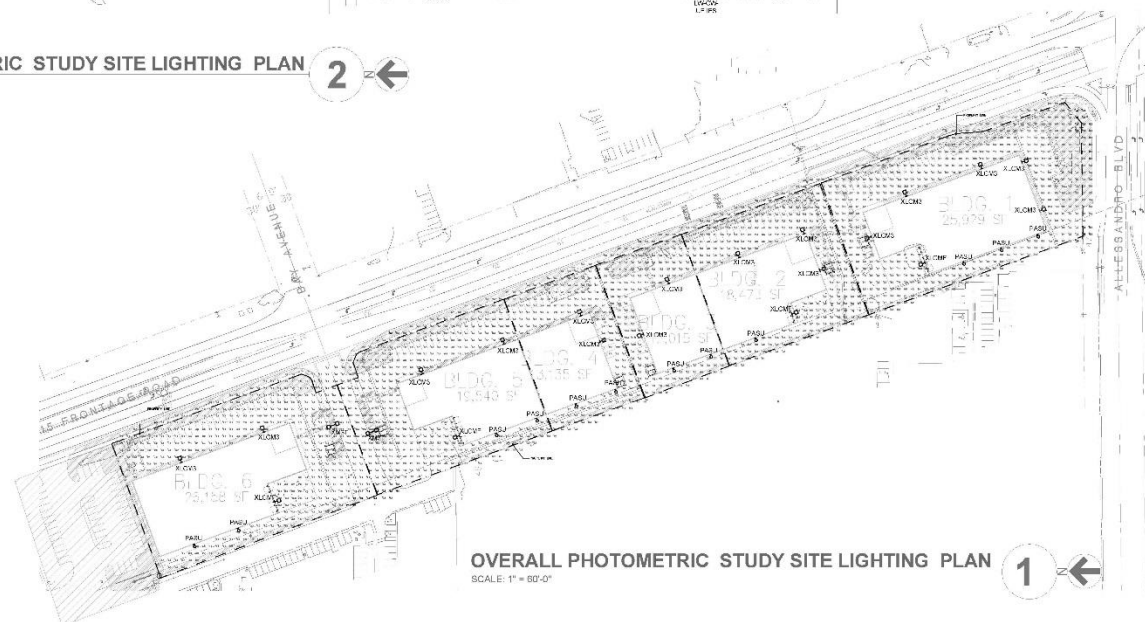
Exhibit 7 - Project Plans (Screen Wall Plan)



STATISTICS						
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BLDG 1 ZONE CALCS	---	4.7fc	22.6fc	0.1fc	226.61	42.31
BLDG 2 & 3 ZONE CALCS	---	4.7fc	22.1fc	0.2fc	115.51	23.51
BLDG 4 & 5 ZONE CALCS	---	4.6fc	33.3fc	0.2fc	185.51	24.21
BLDG 6 ZONE CALCS	---	4.6fc	34.6fc	0.3fc	115.21	16.01
BLDG 7 ZONE CALCS	---	3.5fc	22.2fc	0.1fc	222.61	33.21
BLDG 8 ZONE CALCS	---	3.7fc	23.4fc	0.1fc	224.01	37.21

LUMINAIRE SCHEDULE									
Symbol	Label	Qty	Category Name	Description	Height	Fiber	Mount	LF	Watts
ALC02	12	1	ALC02-12 LED-4000K	ALC02	12.0	ALC02-12 LED-4000K	Aside	0.01	272.1
ALC03	6	1	ALC03-6 LED-4000K	ALC03	6.0	ALC03-6 LED-4000K	Aside	0.01	272.1
ALC04	2	1	ALC04-2 LED-4000K	ALC04	2.0	ALC04-2 LED-4000K	Aside	0.01	840.2
ALC05	1	1	ALC05-1 LED-4000K	ALC05	1.0	ALC05-1 LED-4000K	Aside	0.01	272.1
ALC06	2	1	ALC06-2 LED-4000K	ALC06	2.0	ALC06-2 LED-4000K	Aside	0.01	272.1
ALC07	2	1	ALC07-2 LED-4000K	ALC07	2.0	ALC07-2 LED-4000K	Aside	0.01	272.1
ALC08	6	1	ALC08-6 LED-4000K	ALC08	6.0	ALC08-6 LED-4000K	Aside	0.01	272.1
ALC09	14	1	ALC09-14 LED-4000K	ALC09	14.0	ALC09-14 LED-4000K	Aside	0.01	77

OVERALL PHOTOMETRIC STUDY SITE LIGHTING PLAN  
SCALE: 1" = 80'-0"



OVERALL PHOTOMETRIC STUDY SITE LIGHTING PLAN  
SCALE: 1" = 80'-0"



Exhibit 7 - Project Plans (Site Lighting Plan)





VICINITY MAP  
NOT TO SCALE  
THOMAS GUIDE PAGE: 215 GRID: A7

IN THE CITY RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.  
**PRELIMINARY GRADING PLAN**  
**P.M. 36981 (PARCELS 1-6)**  
**& P.M. 36888 (PARCELS 3-4)**  
CITY OF RIVERSIDE, CA  
FEBRUARY 2017

**OWNER/APPLICANT**

REV. WHEEL, LLC  
ATTN: BOB MCMAH  
811 EAGLE CREST  
RIVERSIDE, CA 92506  
VOICE: (951) 285-3691  
FAX: (951) 285-3544

**ENGINEER**

SDH & ASSOCIATES, INC.  
5225 CANYON CREST DRIVE 71439  
RIVERSIDE, CA 92507  
VOICE: (951) 583-3691  
FAX: (951) 788-2314

**LEGAL DESCRIPTION**

PARCELS 1-6 OF PM 36981  
PARCELS 3-4 OF PM 36888

**SCHOOL DISTRICT**

RIVERSIDE UNIFIED  
SCHOOL DISTRICT

**ZONING AND LAND USE**

EXISTING ZONING - BNP  
PROPOSED ZONING - BNP

**UTILITY PURVEYORS**

WATER.....MWD  
GAS.....SO. CALIF. GAS  
ELECTRICAL.....CITY OF RIVERSIDE/ SO. CAL. EDISON  
TELEPHONE.....PACIFIC BELL  
CABLE.....CITY OF RIVERSIDE  
CABLE.....CHARTER COMMUNICATION

**SURROUNDING LAND USE**

NORTH.....VACANT  
EAST.....RESIDENTIAL/COMMERCIAL/VACANT  
SOUTH.....VACANT  
WEST.....COMMERCIAL

**SURROUNDING ZONING**

NORTH.....BNP  
EAST.....N/A - MORENO VALLEY  
SOUTH.....BNP  
WEST.....BNP

**LEGEND**

T.B. = TOP OF BERM  
F.G. = FINISHED GRADE  
F.L. = FLOW LINE  
H.P. = HIGH POINT  
EXIST. = EXISTING  
P.C. = PAD ELEVATION  
G.S. = GRADE BREAK

TRACT BOUNDARY  
CENTERLINE  
CURB AND GUTTER  
EXISTING CONTOUR LINE  
LOT LINE  
SLOPE

**CONSTRUCTION NOTES**

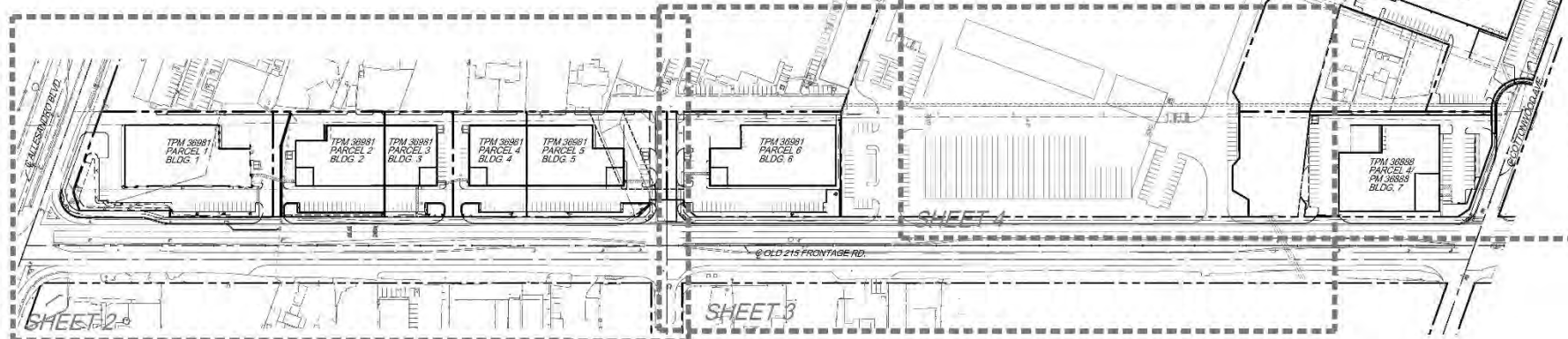
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2. CONSTRUCT 6" CURB ONLY PER DETAIL "A" HEREON
3. CONSTRUCT 6" CURB AND GUTTER PER DETAIL "B" HEREON
4. CONSTRUCT ROBBION GUTTER PER DETAIL "C" HEREON
5. CONSTRUCT TRENCH DRAIN
6. CONSTRUCT 4" PCC SIDEWALK

**PROJECT INFO**

AREA OF SITE = 456,497 SF (10.5 AC)  
PARKING SPACES - REQUIRED = 229  
PROVIDED = 239  
TOTAL BUILDING AREA = 178,710 (4.1 AC)  
- OFFICES = 14,000 SF  
- WAREHOUSE = 164,710 SF  
MAXIMUM FLOOR AREA RATION (F.A.R.) = 0.80

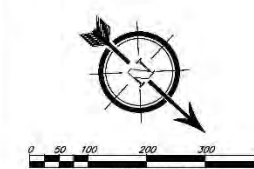
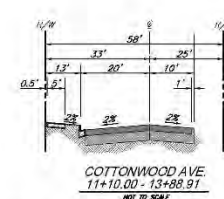
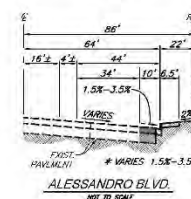
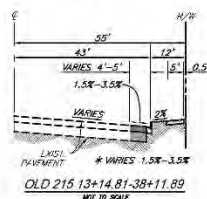
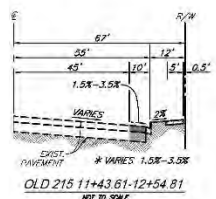
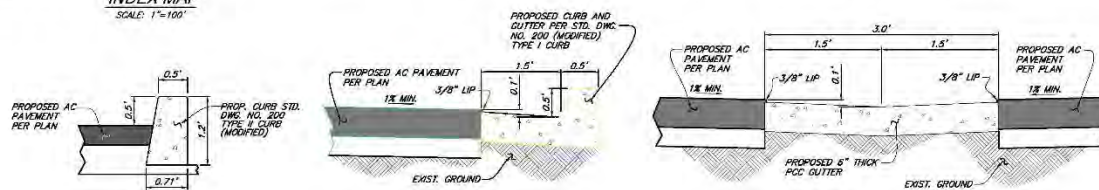
**PARKING TABULATIONS**

BUILDING TYPE	TOTAL PLANNED S.F.	REQUIRED PARKING
OFFICE	14,000 SF	1/250 = 56 SPACES
WAREHOUSING	164,710 SF	1/1000 = 165 SPACES



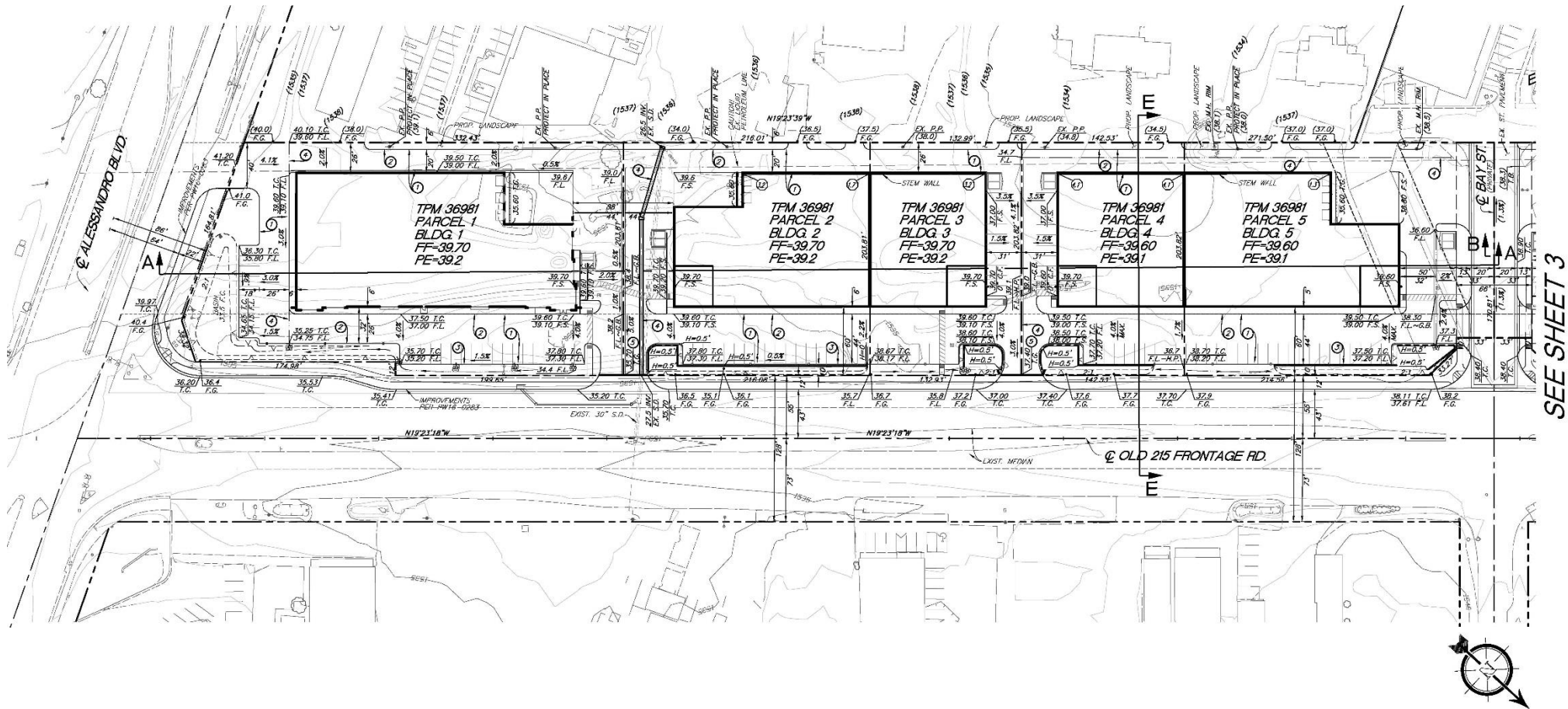
**INDEX MAP**

SCALE: 1"=100'



SEAL: 	BUSINESS TAX CERTIFICATE NO. 107994 EXP. DATE 6-13-17	CITY OF RIVERSIDE  <b>P.M. 36981 (PARCELS 1-6)</b> <b>&amp; P.M. 36888 (PARCELS 3-4)</b> <b>PRELIMINARY GRADING PLAN</b>	1 OF 5 SHEETS
	PREPARED BY:  SCALE: 1"=100' DATE: FEBRUARY 2017		

Exhibit 7 - Project Plans (Preliminary Grading Plan)



SEE SHEET 3

Exhibit 7 - Project Plans (Preliminary Grading Plan)

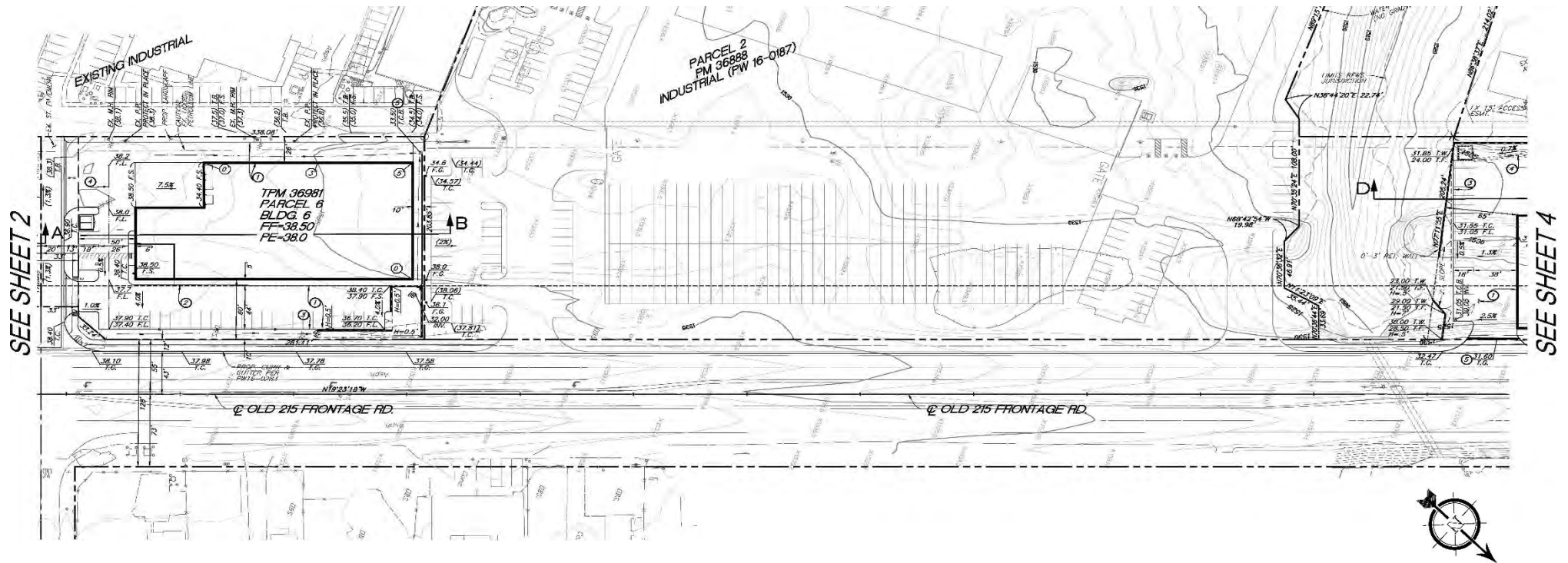


Exhibit 7 - Project Plans (Preliminary Grading Plan)



SEE SHEET 3

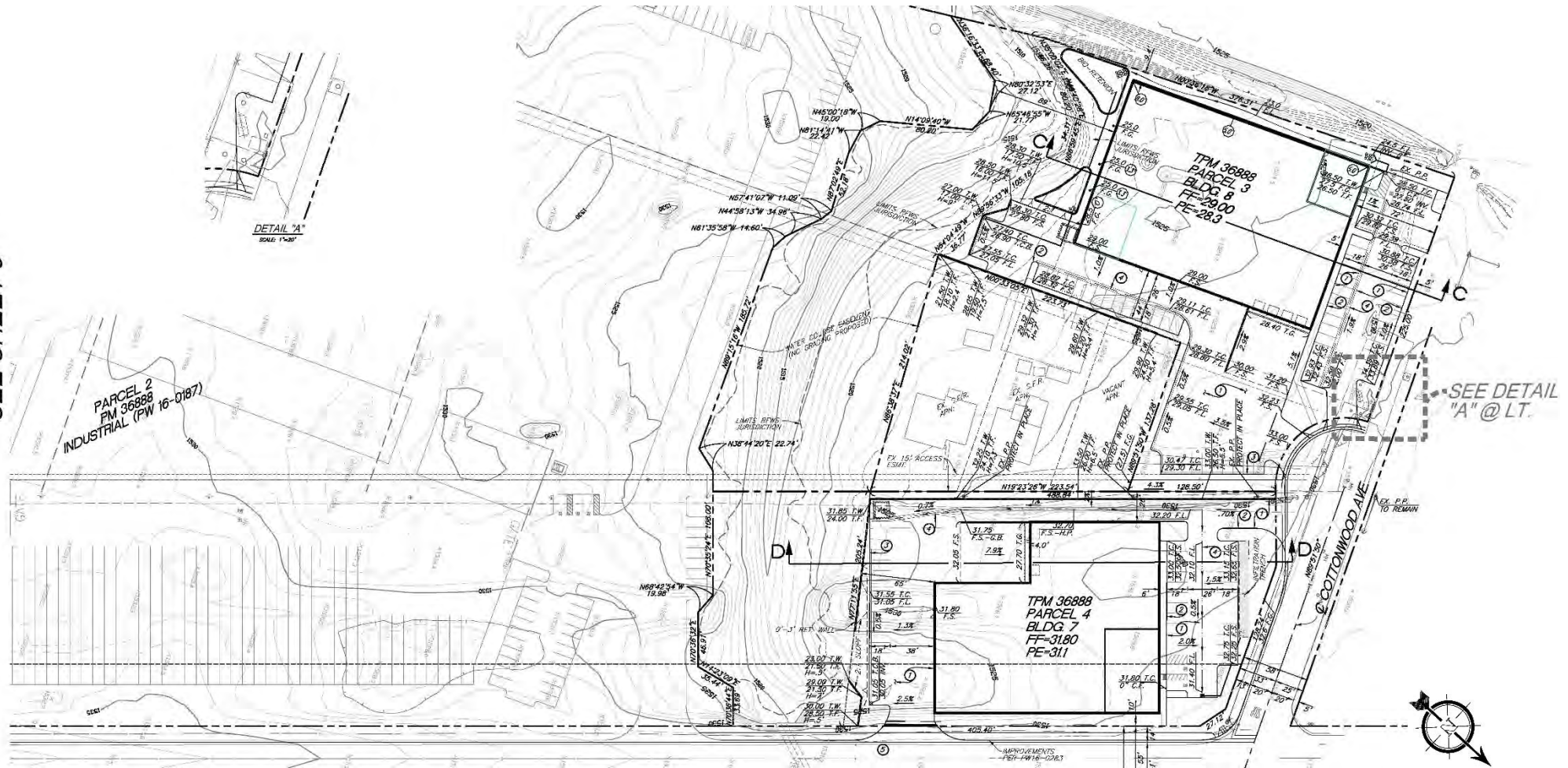


Exhibit 7 - Project Plans (Preliminary Grading Plan)



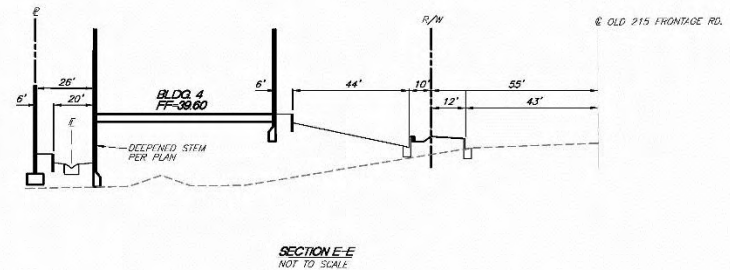
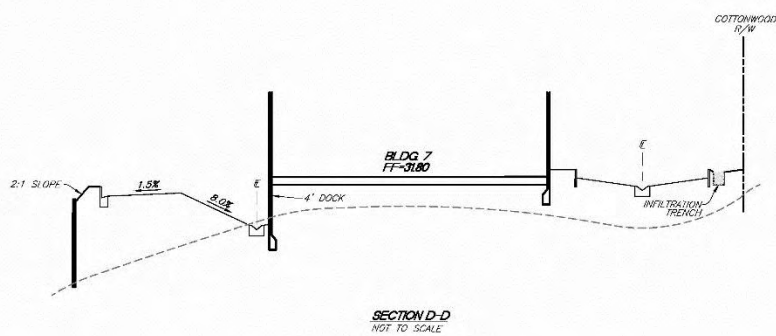
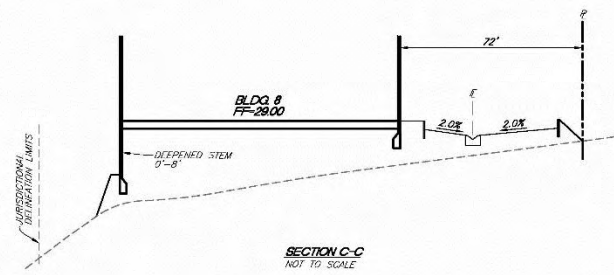
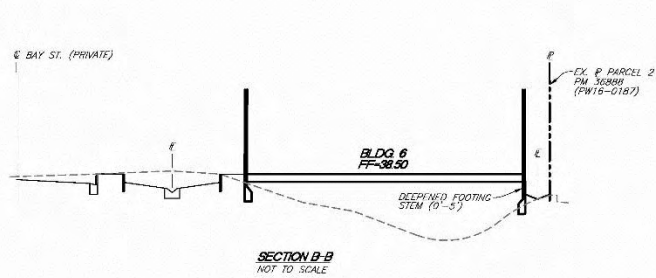
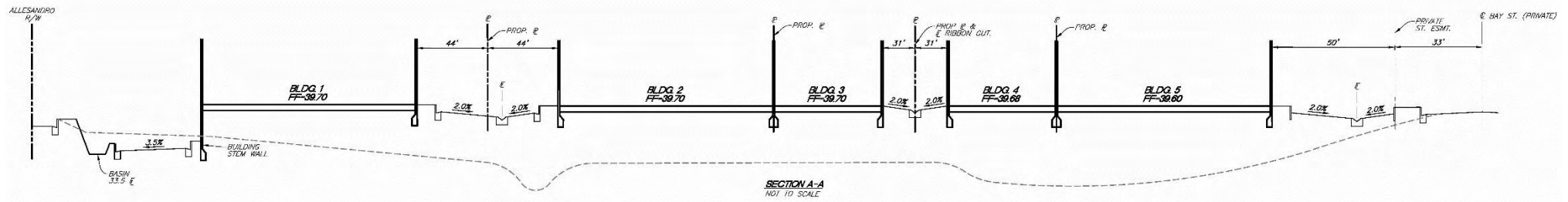


Exhibit 7 - Project Plans (Preliminary Grading Plan)



City of Arts & Innovation

# COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

## Draft Mitigated Negative Declaration

WARD: 2

1. **Case Number:** P16-0556 (Specific Plan Amendment), P15-1035 (Parcel Map), P16-0557 (Design Review), and P17-0227 (Grading Exception)
2. **Project Title:** Rev Wheel Industrial Park
3. **Lead Agency:** City of Riverside  
Community & Economic Development Department  
Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522
4. **Contact Person:** Sean P. Kelleher, Associate Planner  
**Phone Number:** (951) 826-5712
5. **Project Location:** The 22 acre project is located in the City of Riverside on the west side of Old 215 Frontage Road, between Alessandro Boulevard and Cottonwood Avenue. The project is identified as Assessor Parcel Numbers 263-080-023, 263-080-024, 263-080-025, 263-080-027, 263-091-014, 263-091-015, 263-100-021, 263-240-049, 263-240-050 (Figure 1)
6. **Project Applicant/Project Sponsor's Name and Address:**  
  
Bob McMath  
(951)288-8544  
Rev. Wheel, LLC  
421 Main Street  
Riverside, CA 92501
7. **General Plan Designation:** B/OP – Business/Office Park
8. **Zoning:** BMP-SP – Business and Manufacturing Park Zone - Specific Plan (Sycamore Canyon Business Park) Overlay Zones
9. **Description of Project:**

Proposal by Bob McMath on behalf of Rev Wheel, LLC to consider the following entitlements to facilitate construction of eight industrial buildings ranging in size from 11,412 to 33,335 square feet: 1) a Specific Plan Amendment to amend the Sycamore Canyon Business Park Specific Plan to change the land use designations of 23.60 acres from Retail Business Office and Industrial Support to Industrial, and revise the standards in Chapter 3 - Development Standards and Criteria of the Specific Plan; 2) a Parcel Map (PM-36981) to subdivide three parcels (APN - 263-091-014, 263-091-015, and 263-100-021) into six parcels, ranging in size from 27,105 to 72,165 square feet; 3) a Design Review of project plans; and 4) a Grading Exception to allow over height retaining walls, visible to the public right-of-way. The subject site is located on the west side of Old 215

Frontage Road, between Alessandro Boulevard and Cottonwood Avenue, in the BMP-SP – Business and Manufacturing Park and Specific Plan (Sycamore Canyon Business Park) Overlay Zones.

- Parcel 1 is 1.7-acre parcel located on the west side of Old 215 Frontage Road. The parcel will be developed with a 25,152-square-foot industrial building (Building 1) consisting of 1,000-square-foot office space and 24,152-square-foot of warehouse. Three loading docks are proposed on the north side of the building. A total of 29 parking spaces are provided on-site with vehicular access from Old 215 Frontage Road.
- Parcel 2 is 1.0-acre parcel located on the west side of Old 215 Frontage Road. The parcel will be developed with a 19,011-square-foot industrial building (Building 2) consisting of 1,000-square-foot office space and 18,011-square-foot of warehouse. Two loading docks are proposed on the south side of the building. A total of 22 parking spaces are provided on-site with vehicular access from Old 215 Frontage Road.
- Parcel 3 is 0.6-acre parcel located on the west side of Old 215 Frontage Road. The parcel will be developed with an 11,412-square-foot industrial building (Building 3) consisting of 1,000-square-foot office space and 10,412-square-foot of warehouse. A total of 14 parking spaces are provided on-site with vehicular access from Old 215 Frontage Road.
- Parcel 4 is 0.7-acre parcel located on the west side of Old 215 Frontage Road. The parcel will be developed with a 13,152-square-foot industrial building (Building 4) consisting of 1,000-square-foot office space and 12,152-square-foot of warehouse. A total of 16 parking spaces are provided on-site with vehicular access from Old 215 Frontage Road.
- Parcel 5 is 1.1-acre parcel located on the west side of Old 215 Frontage Road. The parcel will be developed with a 19,573-square-foot industrial building (Building 5) consisting of 1,000-square-foot office space and 18,573-square-foot of warehouse. Three loading docks are proposed on the north side of the building. A total of 24 parking spaces are provided on-site with vehicular access from Old 215 Frontage Road.
- Parcel 6 is 1.4-acre parcel located on the west side of Old 215 Frontage Road. The parcel will be developed with a 25,878-square-foot industrial building (Building 6) consisting of 1,000-square-foot office space and 24,878-square-foot of warehouse. Three loading docks are proposed on the south side of the building. A total of 31 parking spaces are provided on-site with vehicular access from Old 215 Frontage Road.
- Assessor Parcel Number 263-080-027 is an existing 1.6-acre parcel located at the southwest corner of Old 215 Frontage Road and Cottonwood Avenue. The parcel will be developed with a 28,636-square-foot industrial building (Building 7) consisting of 4,000-square-foot office space and 24,636-square-foot of warehouse. Three loading docks are proposed on the south side of the building. A total of 41 parking spaces are provided on-site with vehicular access from Old 215 Frontage Road and Cottonwood Avenue. Retaining walls located along the southern portion of the property will be up to seven feet in height.
- Assessor Parcel Number 263-080-024, 263-080-025, and 263-240-050 is an existing 2-acre parcel located on the south side of Cottonwood Avenue where it terminates into Interstate 215. The parcel will be developed with a 33,335-square-foot industrial building (Building 8) consisting of 4,000-square-foot office space and 29,335-square-foot of warehouse. Four loading docks are proposed on the east side of the building. A total of 61 parking spaces are provided on-site with vehicular access from Cottonwood Avenue. Retaining walls located along the southern portion of the property will be up to eleven and a half feet in height.

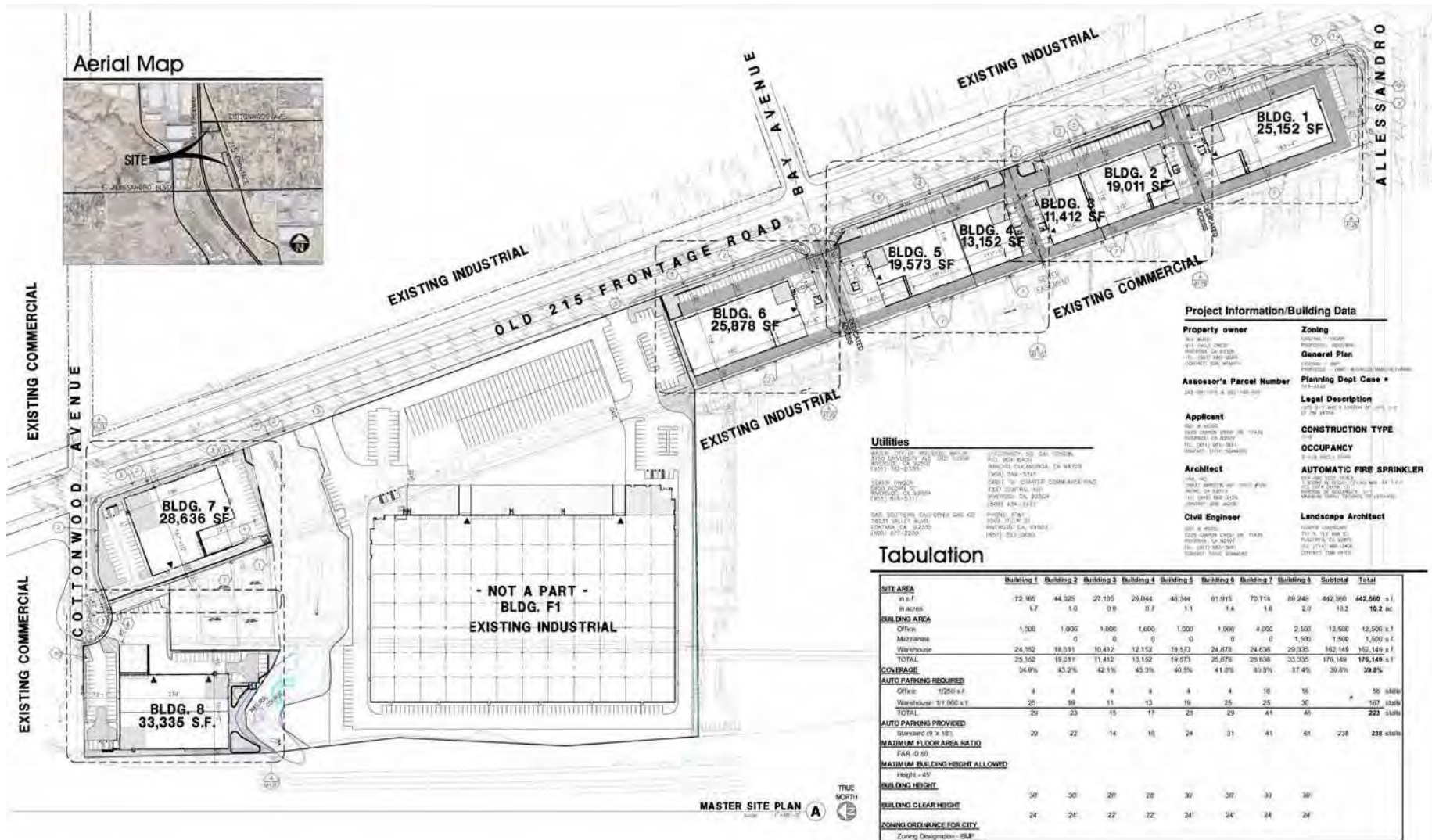
Warehouse tenants have not been identified, however, warehouses have been assessed for a 24-hour 7-day a week operation.

Figure 1: Project Location





Figure 2: Site Plan



**10. Surrounding land uses and setting: Briefly describe the project's surroundings:**

<b>Direction</b>	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
<b>Project Site</b>	A 584,759 square foot warehouse building and vacant land	Business/Office Park (B/OP)	BMP-SP – Business and Manufacturing Park Zone and Specific Plan (Sycamore Canyon Business Park) Overlay Zones
<b>North</b>	Vacant Land	Business/Office Park (B/OP)	BMP-SP – Business and Manufacturing Park Zone and Specific Plan (Sycamore Canyon Business Park) Overlay Zones
<b>East</b> (City of Moreno Valley)	Commercial retail, automotive repair, single- and multiple-family residences and vacant land	Business Park / Light Industrial and Commercial	BP - Business Park District and CC - Community Commercial District
<b>South</b> (County of Riverside)	Vacant Land	Light Industrial	C-P-S - Scenic Highway Commercial Zone
<b>West</b>	Commercial retail, automotive repair, single-family residences and vacant land	Business/Office Park (B/OP)	BMP-SP – Business and Manufacturing Park Zone and Specific Plan (Sycamore Canyon Business Park) Overlay Zones

**11. Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreement.):**

- South Coast Air Quality Management District (SCAQMD) – Dust Control Plan
- Regional Water Quality Control Board (RWQCB), Santa Ana Region – National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- RWQCB, Santa Ana Region – 401 Water Quality Certification – Waste Discharge Requirement (WDR)
- Santa Ana Regional Water Quality Control Board – Water Quality Management Plan (WQMP); and
- Santa Ana Regional Water Quality Control Board – Storm Water Pollution Prevention Plan (SWPPP).
- Riverside County Airport Land Use Commission (ALUC)

**12. Other Environmental Reviews Incorporated by Reference in this Review:**

- Riverside General Plan 2025
- City of Riverside General Plan 2025 Final Program EIR (FPEIR)
- Magnolia Avenue Specific Plan
- Title 19, Zoning Code
- Title 20, Cultural Resources
- Title 17, Grading Code

**13. California Native American tribes traditionally and currently affiliated with the project area requesting consultation pursuant to Public Resources Code Section 21080.3.1:**

- Morongo Band Of Mission Indians
- Pechanga Band of Mission Luiseño Indian
- Soboba Band of Luiseño Indians

## 14. List of Appendices

- a. Appendix A: Project Plans
- b. Appendix B: Sycamore Crossing Air Quality and Climate Change Assessment
- c. Appendix C: Burrowing Owl Survey
- d. Appendix D: Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats
- e. Appendix E: Phase 1 Historical/Archaeological Resources Survey
- f. Appendix F: Sycamore Crossing Health Risk Assessment
- g. Appendix G: Sycamore Crossing Noise Analysis
- h. Appendix H: Phase 1 Environmental Site Assessment
- i. Appendix I: Phase 2 Soil Sampling Report
- j. Appendix J: Soil Infiltration Study
- k. Appendix K: Old 215 Frontage Business Park Focused Traffic Analysis
- l. Appendix L: Preliminary Water Quality Management Plan
- m. Appendix M: Geotechnical Engineering Investigation

Appendices are available at City of Riverside, City Hall, Planning Division 3900 Main Street, 3<sup>rd</sup> Floor Riverside, CA 92522.

## 15. Acronyms

AQMP	Air Quality Management Plan
BAU	Business As Usual
BMP	Best Management Practice
CEQA	California Environmental Quality Act
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
dBA	A-weighted decibels
DPM	Diesel Particulate Matter
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EOP	Emergency Operations Plan
FAA	Federal Aviation Administration
FAR	Federal Air Regulations
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GIS	Geographic Information System
GHG	Greenhouse Gas
GP 2025	General Plan 2025
IS	Initial Study
LHMP	Local Hazard Mitigation Plan
L <sub>max</sub>	Maximum Noise Level
MARB/MIP	March Air Reserve Base/March Inland Port
MBTA	Migratory Bird Treaty Act
MJPA-JLUS	March Joint Powers Authority-Joint Land Use Study
MND	Mitigated Negative Declaration
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MT CO <sub>2e</sub>	Metric Tons of Carbon Dioxide-Equivalent Gases
NCCP	Natural Communities Conservation Plan
NPDES	National Pollutant Discharge Elimination System
OEM	Office of Emergency Services
OPR	(California) Office of Planning & Research
PEIR	Program Environmental Impact Report
PW	Public Works, Riverside

RCALUC .....	Riverside County Airport Land Use Commission
RCALUCP .....	Riverside County Airport Land Use Compatibility Plan
RCP .....	Regional Comprehensive Plan
RCTC .....	Riverside County Transportation Commission
RMC .....	Riverside Municipal Code
RPD .....	Riverside Police Department
RPU .....	Riverside Public Utilities
RRG .....	Riverside Restorative Growthprint
RRG-CAP .....	Riverside Restorative Growthprint Climate Action Plan
RRG-EPAP .....	Riverside Restorative Growthprint Economic Prosperity Action Plan
RTIP .....	Regional Transportation Improvement Plan
RTP .....	Regional Transportation Plan
RUSD .....	Riverside Unified School District
SCAG .....	Southern California Association of Governments
SCAQMD .....	South Coast Air Quality Management District
SCH .....	State Clearinghouse
SKR-HCP .....	Stephens' Kangaroo Rat Habitat Conservation Plan
SLF .....	Sacred Lands File
SWPPP .....	Storm Water Pollution Prevention Plan
USGS .....	United States Geological Survey
WMWD .....	Western Municipal Water District
WQMP .....	Water Quality Management Plan
WRCOG .....	Western Riverside Council of Governments

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Cultural Resources             | <input type="checkbox"/> Geology/Soils             |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials  | <input type="checkbox"/> Hydrology/Water Quality   |
| <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources              | <input type="checkbox"/> Noise                     |
| <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Service                 | <input type="checkbox"/> Recreation                |
| <input type="checkbox"/> Transportation/Traffic             | <input type="checkbox"/> Tribal Cultural Resources      | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance |   |  |

### DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation which reflects the independent judgment of the City of Riverside, it is recommended that:

The City of Riverside finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

The City of Riverside finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

The City of Riverside finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

The City of Riverside finds that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

The City of Riverside finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Signature 

Date 8/24/2017

Printed Name & Title Sean P. Kelleher, Associate Planner

For: City of Riverside





City of Arts & Innovation

# COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

## Planning Division

### Draft Environmental Initial Study

#### EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. **Earlier Analysis Used.** Identify and state where they are available for review.
  - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 8) The explanation of each issue should identify:
- a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1a. Response:</b> <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</i></p> <p>The City’s General Plan 2025 policies aim at balancing development interests with broader community preservation objectives. While there are no scenic vistas within the immediate project vicinity, the nearby Box Springs Mountains to the north is partially visible from the project site. Views may be blocked with the development of the proposed project; however, the project is proposed within an area designated for business and manufacturing park uses and surrounding properties along Interstate 215, Cottonwood Avenue, Alessandro Boulevard, and Old 215 Frontage Road are developed with similar uses or are zoned to be developed with similar uses. The project site and vicinity are not designated by the City’s General Plan for the preservation or uniqueness of scenic views.</p> <p>The proposed amendments to the Sycamore Canyon Business Park Specific Plan Land Use Map will allow for the development of the project site with industrial buildings consistent with the General Plan Land Use Designation, the Zoning Code and the Specific Plan. The revisions to the lot standards for industrially designated properties east of Interstate 215 allows for the development and creation of smaller lots in an area where the assembling of parcels to create larger developments is less feasible due to existing development.. The proposed amendments to the Specific Plan will not have a direct impact on development standards as future projects will be analyzed in the same manner as the proposed development. Proposed amendments to the development standards of the Specific Plan will not have any impacts to scenic vista, as there are no scenic vistas within the project vicinity and the project site is not adjacent to a designated scenic highway or special parkway as defined by the General Plan.</p> <p>Through compliance with the Sycamore Canyon Business Park Specific Plan and Zoning Code building height, setback and landscaping requirements, direct, indirect and cumulative impacts to scenic vistas are <b>less than significant impact</b>.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1b. Response:</b> <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City’s Urban Forest Tree Policy Manual)</i></p> <p>The General Plan 2025 designates several roadways within the City as Scenic Boulevards and Parkways in order to protect scenic resources and enhance the visual character of the City. The proposed project is not located within proximity of a Scenic Boulevard or Parkway.</p> <p>The proposed amendments to the Sycamore Canyon Business Park Specific Plan Land Use Map will allow for the development of the project site with industrial buildings consistent with the General Plan Land Use Designation, the Zoning Code and the Specific Plan and existing development adjacent to the project site. The revisions to the lot standards for industrially designated properties east of Interstate 215 allows for the development and creation of smaller lots in an area where the assembling of parcels to create larger developments is less feasible due to existing development. Additionally, the building setbacks have been modified to be in scale with the minimum lot size. The proposed amendments to the Specific Plan will not have a direct impact on development standards as future projects will be analyzed in the same manner as the proposed development. Proposed amendments to the development standards of the Specific Plan will not have any impacts to scenic vista, as there are no scenic vistas within the project vicinity and the project site is not adjacent to a designated scenic highway or special parkway as defined by the General Plan.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Additionally there are no significant trees, rock outcropping or historic buildings that will be impacted or removed as part of the proposed project. Therefore, any potential adverse direct, indirect or cumulative impacts from this project will be <b>less than significant impact</b>.</p>				
<p>c. Substantially degrade the existing visual character or quality of the site and its surroundings?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1c. Response:</b> <i>(Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines and Sycamore Canyon Business Park Specific Plan)</i></p> <p>Construction of the proposed industrial buildings on the project site would alter the existing visual character of the vacant project site. However, the project site is located in an area designated for business and office park use. Surrounding parcels located within the Sycamore Canyon Business Park Specific Plan are developed with similar uses with multi-tenant industrial, retail and service complexes. .</p> <p>The proposed amendments to the Sycamore Canyon Business Park Specific Plan Land Use Map will allow for the development of the project site with industrial buildings consistent with the General Plan Land Use Designation and existing development adjacent to the project site. The revisions to the lot standards for industrially designated properties east of Interstate 215 allows for the development and creation of smaller lots in an area where the assembling of parcels to create larger developments is less feasible due to existing development. Additionally, the building setbacks have been modified to be in scale with the minimum lot size. The proposed amendments to the Specific Plan will not have a direct impact on development standards as future projects will be analyzed in the same manner as the proposed development.</p> <p>The proposed project will comply with all pertinent design requirements of the Sycamore Canyon Business Park Specific Plan, the Zoning Code and the Citywide Design Guidelines to assure quality site design and building architecture that is of high quality. This includes installation of landscaping, articulated and decorative screening walls and facades, window fenestration and varying roof design. . Due to all these factors, direct, indirect and cumulative impacts on the visual character and quality of the area are <b>less than significant impacts</b>.</p>				
<p>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1d. Response:</b> <i>(Source: General Plan 2025, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines, Sycamore Canyon Business Park Specific Plan)</i></p> <p>New sources of light, in this area from streets, parking lots, building, and ancillary outdoor industrial activities all have the potential to contribute to light and glare and affect the nighttime sky. Development of the proposed project will require installation of outdoor lighting necessary for public safety and maintenance; as well as, to accommodate nighttime business operations. All lighting will comply with the development standards contained in the City’s Zoning Code (Title 19). Chapter 19.590 (Performance Standards) requires that on-site lighting be arranged as to reflect away from adjoining property or any public streets. Light shall not be directed skyward or in a manner that interferes with aircraft operation.</p> <p>The proposed project could involve nighttime activities that would result in additional sources of light in the night. There is currently substantial nighttime lighting in the surrounding areas of the project site due to the nature of the adjacent developments and the general urban character of the area. Although, existing single family residences exist adjacent to the project site, primary entrances and parking areas have been designed to be oriented away from single family residence. Furthermore, lighting has been designed to project away from the jurisdictional drainage feature south of Buildings 7 and 8. A conceptual photometric plan has been submitted that demonstrates compliance with the City of Riverside development standards for outdoor lighting. The addition of new sources of permanent light and glare as a result of implementation of the proposed project would not significantly increase ambient lighting in the project vicinity. Moreover, due to the built nature of the project area, there is a significant existing amount of ambient light both in the project area and in the immediately surrounding vicinity. Compliance with Zoning Code and California Building and Green Code standards will reduce the impact to day or nighttime views to <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>2. AGRICULTURE AND FOREST RESOURCES:</b>				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2a. Response:</b> <i>(Source: California Department of Conservation, California Important Farmland Finder (<a href="http://maps.conservation.ca.gov/ciff/ciff.html">http://maps.conservation.ca.gov/ciff/ciff.html</a>) Access June 13, 2017)</i>  The Project is located within an urbanized area. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 reveals that the project site is identified as Urban and Built-Up land and Other Land. The project site is not designated as land classified as, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the project will have no impact directly, indirectly or cumulatively to agricultural uses.				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2b. Response:</b> <i>(Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)</i>  A review of Figure 5.2-2 – Williamson Act Preserves of the General Plan 2025 FPEIR reveals that the project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. Moreover, the project site is not zoned for agricultural use and is not adjacent to land zoned for agricultural use; therefore, the project will have <b>no impact</b> directly, indirectly or cumulatively.				
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2c. Response:</b> <i>(Source: GIS Map – Forest Data)</i>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, <b>no impacts</b> will occur from this project directly, indirectly or cumulatively.				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2d. Response: (Source: GIS Map – Forest Data)</b>  The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland, therefore <b>no impacts</b> will occur from this project directly, indirectly or cumulatively.				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, and GIS Map – Forest Data)</b>  The project is located in an urbanized area of the City designated as “Urban/Built-Out Land” and “Other Land” by the California Department of Conservation and does not support agricultural resources or operations. The project will not result in the conversion of designated farmland to non-agricultural uses. In addition, there are no agricultural resources or operations, including farmlands within proximity of the subject site. The City of Riverside has no forest land that can support 10-percent native tree cover. Therefore, <b>no impacts</b> will occur from this project directly, indirectly or cumulatively to conversion of Farmland, to non-agricultural use or to the loss of forest land.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3. AIR QUALITY.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>3a. Response:</b> <i>(Source: South Coast Air Quality Management District's 2012 Air Quality Management Plan (AQMP); Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG March 2017)</i></p> <p>The proposed multi-tenant warehousing and light industrial complex is consistent with the General Plan 2025 Program "Typical Growth Scenario" in all aspects. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all Federal and State air quality standards. The City of Riverside is located within the Riverside County sub region of the SCAG projections.</p> <p>The AQMP is based on regional growth projections developed by SCAG. The proposed project is an industrial development and is not defined as a regionally significant project under CEWA; therefore, it does not meet SCAG's Intergovernmental Review (IGR) criteria.</p> <p>Pursuant to the methodology provided in Chapter 12 of the 1993 South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2016 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.7 A consistency review is presented below:</p> <ol style="list-style-type: none"> <li>1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated in Section 3b of this report; therefore the project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality violation.</li> <li>2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports solid waste disposal sites, and offshore drilling facilities; therefore, the project is not defined as significant.</li> </ol> <p>The City's General Plan designation for the site is B/OP – Business/Office Park, and the site is located within the Sycamore Canyon Business Park Specific Plan. To accommodate the proposed uses, the proposed project will not require a General Plan Amendment. Therefore, the proposed uses are consistent with the General Plan and the regional AQMP. Based on the consistency analysis presented above, the proposed project is consistent with the General Plan and the regional AQMP. The project therefore will have <b>less than significant impacts</b> on the implementation of the AQMP.</p>				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>3b. Response:</b> <i>(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2012 AQMP, CalEEMod, and Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG March 2017)</i></p> <p>Per General Plan 2025 FPEIR MM Air 1 and 7, a CalEEMod computer model analysis was conducted for both short-term construction and long-term operational impacts.</p> <p><i>Short-term impacts</i></p> <p>Construction activities produce combustion emissions from various sources, such as grading, site preparation, utility engines, and motor vehicles transporting the construction crew. Exhaust emissions from construction activities envisioned on site</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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would vary daily as construction activity levels change. The use of construction equipment on site would result in localized exhaust emissions. Grading is expected to be balanced on-site, with little or no off-site transport of soils/dirts. Based on the SCAQMD guidelines, this project is not expected to disturb more than 5 acres on a daily basis.

The most recent version of the CalEEMod model was used to calculate the construction emissions, as summarized in the table below. The emissions rates shown are derived from the default CalEEMod construction emission input variables, which assume compliance with standard construction emissions control regulatory measures. Since no exceedances of any criteria pollutants are expected, no significant impacts would occur for project construction.

<b>Daily Construction Emissions (lbs/day)</b>						
<b>Short-Term Impacts</b>						
<b>Source</b>	<b>ROG</b>	<b>NOX</b>	<b>CO</b>	<b>SO2</b>	<b>PM10</b>	<b>PM2.5</b>
<i>Summer</i>						
Site Preparation	4.91	51.84	40.45	0.04	10.00	6.46
Grading	6.98	82.24	57.21	0.10	7.98	4.93
Building Construction (2017)	4.38	33.15	36.22	0.07	4.48	2.47
Building Construction (2018)	3.84	29.44	34.28	0.07	4.19	2.20
Paving	2.24	17.23	15.29	0.02	1.11	0.91
Architectural Coating	62.30	2.17	3.88	0.01	0.58	0.27
<i>Winter</i>						
Site Preparation	4.91	51.85	40.37	0.04	10.00	6.46
Grading	7.02	82.70	58.52	0.10	7.98	4.93
Building Construction (2017)	4.45	33.39	36.78	0.07	4.48	2.47
Building Construction (2018)	3.90	29.65	34.88	0.07	4.19	2.20
Paving	2.24	17.23	15.23	0.02	1.11	0.91
Architectural Coating	62.30	2.18	3.71	0.01	0.58	0.27
SCAQMD Thresholds	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Substantial?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Sycamore Crossings Air Quality and Climate Change Assessment, MIG, March 2017, Table 9 (See Appendix B)

#### *Long-term impacts*

Long-term criteria air pollutant emissions will result from the operation of the proposed warehouse. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the warehouse. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed warehouse. Energy demand emissions result from use of electricity and natural gas. Emissions from area sources were estimated using CalEEMod defaults.

The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. Default trip rates, fleet mix, and trip lengths have been utilized for Industrial Park use. Assuming an opening year of 2019, the results of the

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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CalEEMod model for summer and winter operation of the project are summarized in the table below (Operational Daily Emissions). Based on the results of the model, operational emissions associated with operation the project will not exceed the thresholds established by SCAQMD.

<b>Operational Daily Emissions (lbs/day)</b>						
<b>Long-Term Impacts</b>						
<b>Source</b>	<b>ROG</b>	<b>NOX</b>	<b>CO</b>	<b>SO2</b>	<b>PM10</b>	<b>PM2.5</b>
<i>Summer</i>						
Area Sources	10.67	0.00	0.03	0.00	0.00	0.00
Energy Demand	0.02	0.17	0.14	0.00	0.01	0.01
Mobile Sources	3.85	12.06	48.07	0.15	10.17	2.85
<i>Summer Total</i>	<i>14.54</i>	<i>12.23</i>	<i>48.24</i>	<i>0.15</i>	<i>10.19</i>	<i>2.86</i>
<i>Winter</i>						
Area Sources	10.67	0.00	0.03	0.00	0.00	0.00
Energy Demand	0.02	0.17	0.14	0.00	0.01	0.01
Mobile Sources	3.95	12.68	46.74	0.14	10.17	2.85
<i>Winter Total</i>	<i>14.64</i>	<i>12.85</i>	<i>46.91</i>	<i>0.14</i>	<i>10.19</i>	<i>2.86</i>
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Substantial?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Sycamore Crossings Air Quality and Climate Change Assessment, MIG, March 2017, Table 10 (See Appendix B)

The above tables compare the project emissions (short-term/construction-related and long-term/operational) to the SCAQMD daily thresholds and shows that established thresholds will not be exceeded. Therefore, because the project will not violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, and will be subject to further mitigation the impacts directly, indirectly and cumulatively will be **less than significant impacts** to ambient air quality and to contributing to an existing air quality violation.

#### Carbon Monoxide Hotspot

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and Federal CO standards at intersections, even if the broader Basin is in attainment for Federal and State levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol (Protocol) screening procedures have been utilized to determine if the proposed project could potentially result in a CO hotspot. Based on the recommendations of the Protocol, a screening analysis should be performed for the proposed project to determine if a detailed analysis will be required. The California Department of Transportation notes that because of the age of the assumptions used in the screening procedures and the obsolete nature of the modeling tools utilized to develop the screening procedures in the Protocol, they are no longer accepted. More recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening threshold in 2011 which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. The proposed project's operations would not involve an intersection experiencing this level of traffic; therefore, the proposed project passes the screening analysis and impacts are deemed less than significant. Based on the local analysis procedures, the proposed project would not result in a CO hotspot.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
<p><b>3c. Response:</b> <i>(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2012 Air Quality Management Plan)</i></p> <p>Per the GP 2025 FPEIR, AQMP thresholds indicate future construction activities under the General Plan are projected to result in significant levels of NOx and ROG, both ozone precursors, PM-10, PM-2.5 and CO. Although long-term emissions are expected to decrease by 2025, all criteria pollutants remain above the SCAQMD thresholds.</p> <p>The portion of the Basin within which the City is located is designated as a non-attainment area for ozone, PM-10 and PM-2.5 under State standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under Federal standards.</p> <p>Because the proposed project is consistent with the General Plan 2025, cumulative impacts related to criteria pollutants as a result of the project were previously evaluated as part of the cumulative analysis of build out anticipated under the General Plan 2025 Program. As a result, the proposed project does not result in any new significant impacts that were not previously evaluated and for which a statement of overriding considerations was adopted as part of the General Plan 2025 FPEIR. Therefore, cumulative air quality emissions impacts are <b>less than significant</b>.</p>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>3d. Response:</b> <i>(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2013 Air Quality Management Plan, Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG March 2017)</i></p> <p>As part of SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutant that exceed national and/or State air quality standards. The SCAQMD has issued guidance on applying CalEEMod modeling results to Localized Significance Thresholds (LST) analyses. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to noise and air pollutants. There are existing residential uses adjacent to the project site, and Alvord Continuation High School is situated approximately 650 feet south of the project site.</p> <p><i>Construction</i></p> <p>Construction-related criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one-through five-acre project scenarios, depending on the amount of site disturbance during a day using the Fact Sheet for equipment usage in CalEEMod. Daily oxides of nitrogen (NOX), carbon monoxide (CO), and particulate matter (PM10 and PM2.5) emissions will occur during construction of the project, grading of the project site, and paving of facility parking lots and drive aisles. The table below (Localized Significance Threshold Analysis) summarize on- and off-site emissions as compared to the local thresholds established for Source Receptor Area (SRA) 24. Based on the use of one grader, one dozer, two scrapers, and two tractors during grading activities, a 3-acre threshold will be used (using linear regression). A 50-meter receptor distance was used to reflect average distance of grading operations from residential uses located south of Building 7 and Building 8. This represents a worst-case analysis because due to the layout of the proposed buildings, localized emissions will not be concentrated in one location. Buildings 1 through 6 are located approximately 325 meters south of Buildings 7 and 8 and Buildings 1 through 6 will be built side by side in a linear layout and not clustered on a compact square-shaped site. The proposed Buildings 2 through 5 are located adjacent to residential uses to the west and Buildings 7 and 8 are located adjacent to residential uses to the south. Residential uses are located across Old 215 Frontage Road from Building 6. Note that particulate matter emissions account for daily watering required by SCAQMD Rule 403 (three times per day for a 61 percent reduction in fugitive dust). Based upon the Localized Significance Threshold Analysis table, emissions from construction activities will not exceed any localized threshold.</p>				



<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>		<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Localized Significance Threshold Analysis (Short-Term Construction Impacts) (lbs/day)</b>					
<b>Phase</b>	<b>CO</b>	<b>NOX</b>	<b>PM10</b>	<b>PM2.5</b>	
Site Preparation	39.40	51.75	9.80	6.41	
Grading	46.81	69.59	6.70	4.45	
Building Construction (2017)	18.13	26.41	1.78	1.67	
Building Construction (2018)	17.53	23.26	1.49	1.40	
Paving	14.49	17.16	0.94	0.86	
Architectural Coating	1.85	2.01	0.15	0.15	
SCAQMD Threshold	<b>1,548</b>	<b>229</b>	<b>26</b>	<b>7</b>	
Potentially Substantial?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	

Source: Sycamore Crossings Air Quality and Climate Change Assessment, MIG, March 2017, Table 11 (See Appendix B)

#### *Operational*

Operation-related LSTs become of concern when there are substantial on-site stationary and on-site mobile sources that could impact surrounding receptors. The proposed buildings do not have a tenant and is speculatively considered for manufacturing uses, thus the type and extent of on-site stationary or on-site mobile sources is unknown. In order to generally assess operational impacts related to LSTs, the ARB *Characterization of the Off-Road Equipment Population* for the state was used to estimate the amount of on-site equipment that may be used as part of future operations in the proposed buildings. The “residual” category of businesses was queried that includes manufacturing uses as a result survey inquires throughout the state and extrapolated to the state and county levels. According to this report, manufacturing uses in Riverside County average 0.0313 pieces of equipment per employee. An estimate of 59 employees was calculated for the proposed project based on the NAIOP logistics trends analysis for warehouses. This results in an estimated two pieces of equipment. However, to provide a worst case analysis, it has been assumed that eight forklifts (one for each building) could be utilized. Due to the size of the proposed buildings and the lack of outdoor storage space as shown on the site plan, it has been assumed that electric forklifts would be utilized, which would not result in localized emissions. To ensure that gasoline powered forklifts are not utilized during project operation, Mitigation Measures AQ-1 has been incorporated, requiring use of electric-powered forklifts. On-site idling of trucks (subject to the state’s 5-minute maximum idling restrictions) coupled with the use of landscaping equipment and natural gas comprises the on-site emissions estimates for comparison to operation LSTs and summarized in the table below (Localized Significance Thresholds for Operations). The project will not result in local emissions in excessive of applicable screening thresholds.

<b>Localized Significance Threshold Analysis Operations (Long-Term Impacts) (lbs/day)</b>				
<b>Phase</b>	<b>CO</b>	<b>NOX</b>	<b>PM10</b>	<b>PM2.5</b>
Landscaping	0.03	0.00	0.00	0.00
Natural Gas	0.14	0.17	0.01	0.01
On-Site Idling	4.99	37.2	0.11	0.11
<i>Total</i>	<i>5.16</i>	<i>37.37</i>	<i>0.12</i>	<i>0.12</i>
SCAQMD Threshold	<b>1,548</b>	<b>229</b>	<b>6.5</b>	<b>2.2</b>
Potentially Substantial?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Sycamore Crossings Air Quality and Climate Change Assessment, MIG, March 2017, Table 12 (See Appendix B)

Therefore, the project will not expose sensitive receptors to substantial pollutant concentrations and a **less than significant impact** will occur directly, indirectly or cumulatively for this project.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><u>Mitigation Measures</u></b>  <b>AQ - 1:</b> Prior to the issuance of Occupancy Permits, tenant shall provide documentation that forklifts to be utilized for site operations are electric-powered.				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>3e. Response:</b> <i>(Source: Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG March 2017)</i>  According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals paper, etc.). While future uses have not been identified for the industrial project, future uses would need to comply with SCAQMD Rule 402 governing odor emissions. Through compliance with SCAQMD Rule 402, the project is not anticipated to cause objectionable odors affecting a substantial number of people and a <b>less than significant impact</b> will occur directly, indirectly or cumulatively for this project.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>4a. Response:</b> <i>(Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Burrowing Owl Survey prepared by VNBC Incorporated prepared October 2016, and Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats prepared by Gonzales Environmental Consulting, LLC. prepared July 23, 2016 and revised April 2017)</i></p> <p>The vacant project site is located within an urban built-up area and is generally surrounded by existing development. General Plan 2025 FPEIR Figure 5.4-8 (Burrowing Owl Survey Area) and the MSHCP database identifies the site as potential habitat for burrowing owls, which are considered a California Species of Special Concern. A Burrowing Owl Survey conducted in June of 2016 identified no presence of burrowing owls or burrowing owl burrows. Although no burrowing owls or the presence of burrowing owl burrows were identified on-site, the project area, as identified above, has the potential habitat for burrowing owls. Therefore, the following mitigation measure has been implemented to reduce adverse effects to less than significant with mitigation incorporated.</p> <p>Additionally, the project is bisected by a tributary creek which feeds into the Sycamore Canyon Creek; therefore, a jurisdiction delineation was prepared for the project site by Gonzales Environmental Consulting. The tributary creek flows from east to west along the northern portion of the project, adjacent to proposed buildings 7 and 8 (APN 263-080-024, 263-080-025, and 263-240-050, and 263-080-027). The jurisdictional area is 1.45 acres and includes five vegetation communities within the defined jurisdictional area and include: freshwater marsh, open water/streambed/channel, Salix Alliance, Mulefat Alliance and Washingtonia Robusta Alliance. Impacts were assessed for Federal jurisdictional impacts (ACOE Jurisdictional Delineation), California Department of Fish and Wildlife jurisdictional impacts (CDFW Jurisdictional Delineation), and MSHCP Section 6.1.2 impacts (Riverine and Riparian/Vernal Pools and Fairy Shrimp Jurisdictional Delineation). Because the project has been designed to avoid the defined jurisdictional area, the Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats study for tract 36981, prepared by Gonzales Environmental Consulting has determined that the project does not have an impact on the Jurisdictional Delineation area. Therefore, the project, as proposed will have a <b>less than significant</b> direct, indirect or cumulative adverse effect, to the existing defined Jurisdictional Delineation area.</p> <p><b>Mitigation Measure</b></p> <p><b>BIO - 1</b>      A 30-day pre-construction survey is required to be conducted. If non-nesting burrowing owls are found on-site then they should be <i>passively relocated</i>. Once the burrowing owl has left a burrow then the burrow should be excavated carefully by hand to be sure that it is empty. This will prevent re-use during construction.</p> <p>                  If an occupied burrowing owl burrow is found during the breeding season then <i>active relocation</i> is required utilizing the techniques provided by the California Department of Fish and Wildlife and the Burrowing Owl Consortium. Active relocation is described in detail within Appendix D. Generally, this involves trapping all burrowing owls on-site and relocating them to artificial burrows located off-site in a protected area. This process is completed manually and requires biological monitoring of relocated owls through one breeding season to be sure that they have established themselves successfully at the relocation site.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4b. Response:</b> <i>(Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, Burrowing Owl Survey prepared by VNBC Incorporated prepared October 2016, and Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats prepared by Gonzales Environmental Consulting, LLC. prepared July 23, 2016 and revised April 2017)</i>				
<p>The vacant project site is located within an urban built-up area and is generally surrounded by existing development. General Plan 2025 FPEIR Figure 5.4-8 (Burrowing Owl Survey Area) and the MSHCP database identifies the site as potential habitat for burrowing owls, which are considered a California Species of Special Concern. A Burrowing Owl Survey conducted in June of 2016 identified no presence of burrowing owls or burrowing owl burrows. Although no burrowing owls or the presence of burrowing owl burrows were identified on-site, the project area, as identified above, has the potential habitat for burrowing owls. Therefore, the following mitigation measure has been implemented to reduce adverse effects to less than significant with mitigation incorporated.</p> <p>Additionally, the project is bisected by a tributary creek which feeds into the Sycamore Canyon Creek, therefore a jurisdiction delineation was prepared for the project site by Gonzales Environmental Consulting. The tributary creek flows from east to west along the northern portion of the project, adjacent to proposed buildings 7 and 8 (APN 263-080-024, 263-080-025, and 263-240-050, and 263-080-027). The jurisdictional area is 1.45 acres and includes five vegetation communities within the defined jurisdictional area and include: freshwater marsh, open water/streambed/channel, Salix Alliance, Mulefat Alliance and Washingtonia Robusta Alliance. Impacts were assessed for Federal jurisdictional impacts (ACOE Jurisdictional Delineation), California Department of Fish and Wildlife jurisdictional impacts (CDFW Jurisdictional Delineation), and MSHCP Section 6.1.2 impacts (Riverine and Riparian/Vernal Pools and Fairy Shrimp Jurisdictional Delineation). Because the project has been designed to avoid the defined jurisdictional area, the Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats study for tract 36981, prepared by Gonzales Environmental Consulting has determined that the project does not have an impact on the Jurisdictional Delineation area. Therefore, the project, as proposed will have a less than significant direct, indirect or cumulative adverse effect, to the existing defined Jurisdictional Delineation area.</p>				
<b>Mitigation Measure</b>				
<p><b>BIO - 1</b>      A 30-day pre-construction survey is required to be conducted. If non-nesting burrowing owls are found on-site then they should be <i>passively relocated</i>. Once the burrowing owl has left a burrow then the burrow should be excavated carefully by hand to be sure that it is empty. This will prevent re-use during construction.</p> <p>If an occupied burrowing owl burrow is found during the breeding season then <i>active relocation</i> is required utilizing the techniques provided by the California Department of Fish and Wildlife and the Burrowing Owl Consortium. Active relocation is described in detail within Appendix D. Generally, this involves trapping all burrowing owls on-site and relocating them to artificial burrows located off-site in a protected area. This process is completed manually and requires biological monitoring of relocated owls through one breeding season to be sure that they have established themselves successfully at the relocation site.</p>				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
etc.) through direct removal, filling, hydrological interruption, or other means?				
<p><b>4c. Response:</b> <i>(Source: City of Riverside GIS/CADME USGS Quad Map Layer, and Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats prepared by Gonzales Environmental Consulting, LLC. prepared July 23, 2016 and revised April 2017)</i></p> <p>The vacant project site is located within an urban built-up area and is generally surrounded by existing development. Additionally, the project is bisected by a tributary creek which feeds into the Sycamore Canyon Creek, therefore a jurisdiction delineation was prepared for the project site by Gonzales Environmental Consulting. The tributary creek flows from east to west along the northern portion of the project, adjacent to proposed buildings 7 and 8 (APN 263-080-024, 263-080-025, and 263-240-050, and 263-080-027). The jurisdictional area is 1.45 acres and includes five vegetation communities within the defined jurisdictional area and include: freshwater marsh, open water/streambed/channel, Salix Alliance, Mulefat Alliance and Washingtonia Robusta Alliance. Impacts were assessed for Federal jurisdictional impacts (ACOE Jurisdictional Delineation), California Department of Fish and Wildlife jurisdictional impacts (CDFW Jurisdictional Delineation), and MSHCP Section 6.1.2 impacts (Riverine and Riparian/Vernal Pools and Fairy Shrimp Jurisdictional Delineation). Because the project has been designed to avoid the defined jurisdictional area, the Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats study for tract 36981, prepared by Gonzales Environmental Consulting has determined that the project does not have an impact on the Jurisdictional Delineation area. Therefore, the project, as proposed will have a <b>less than significant impact</b> direct, indirect or cumulative adverse effect, to the existing defined Jurisdictional Delineation area.</p>				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>4d. Response:</b> <i>(Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage and Burrowing Owl Survey prepared by VNBC Incorporated prepared October 2016)</i></p> <p>The proposed project is subject to the MSHCP and is consistent with the General Plan 2025. The project is consistent with General Plan 2025 Policy OS-6.1 which addresses preserving wildlife migration areas in general. A Burrowing Owl Study conducted by VNBC Incorporated in June 2016, did not discover any burrowing owls or burrowing owl burrows. However, the site has been identified by the MSHCP as a site that has the potential to contain habitat for Burrowing Owls, therefore, Mitigation Measure BIO-1 has been applied to the project, in the event burrowing owls may establish use of the site between the time of the completed survey and the start of construction. Therefore, through implementation of the General Plan 2025 policies and implementation of BIO-1, the project will have a <b>less than significant impact</b> directly, indirectly and cumulatively for impacts to the movement of any native resident or migratory fish or wildlife species or the establishment of native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p> <p><b>Mitigation Measure</b></p> <p><b>BIO - 1</b>      A 30-day pre-construction survey is required to be constructed. If non-nesting burrowing owls are found on-site then they should be <i>passively relocated</i>. Once the burrowing owl has left a burrow then the burrow should be excavated carefully by hand to be sure that it is empty. This will prevent re-use during construction.</p> <p>                  If an occupied burrowing owl burrow is found during the breeding season then <i>active relocation</i> is required utilizing the techniques provided by the California Department of Fish and Wildlife and the Burrowing Owl Consortium. Active relocation is described in detail within Appendix D. Generally, this involves trapping all burrowing owls on-site and relocating them to artificial burrows located off-site in a protected area. This process is completed manually and requires biological monitoring of relocated owls through one breeding season to be sure that they have established themselves successfully at the relocation site.</p>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4e. Response:</b> <i>(Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual)</i></p> <p>Implementation of the proposed Project is subject to all applicable Federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. In addition, the project is required to comply with Riverside Municipal Code Section 16.72.040 establishing the MSHCP mitigation fee and Section 16.40.040 establishing the Threatened and Endangered Species Fees.</p> <p>Any project within the City of Riverside’s boundaries that proposes planting a street tree within a City right-of-way must follow the Urban Forest Tree Policy Manual. The Manual documents guidelines for the planting, pruning, preservation, and removal of all trees in City rights-of-way, with specifications based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute.</p> <p>In addition, the General Plan 2025 includes policies to ensure that future development would not conflict with any local policies or ordinances protecting biological resources, including tree preservation policies and specifically policies, LU-27.1 (parkway canopy trees) and LU-27.4 (private property trees, enhancement of urban forest). This project has been reviewed against these policies and found to be in compliance with the policies. In addition, trees currently exist on-site, but are located within the jurisdictional waters area and will not be disturbed due to construction of the project. For these reasons, the project will have a <b>less than significant impact</b> directly, indirectly and cumulatively on local policies or ordinances protecting biological resources and tree preservation.</p>				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>4f. Response:</b> <i>(Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan, Burrowing Owl Survey prepared by VHBC, Incorporated in October 2016 and Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats prepared by Gonzales Environmental Consulting, LLC. prepared July 23, 2016 and revised April 2017)</i></p> <p>The project site is located within the Western Riverside County MSHCP. The City of Riverside, as the lead agency for the project, requires that the project comply with the Western Riverside County MSHCP. The MSHCP includes a program for the collection of development mitigation fees, policies for the review of projects in areas where habitat must be conserved and policies for the protection of riparian areas, vernal pools, and narrow endemic plants. It also includes requirements to perform plant, bird, reptile, and mammal surveys in certain areas. The primary intent of the MSHCP is to provide for the conservation of a range of plants and animals and in return, provide take coverage and mitigation for projects throughout Western Riverside County to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. It would allow the incidental take (for development purposes) of species and their habitat from development.</p> <p>The MSHCP identifies that the project area is located in a burrowing owl survey area. Therefore, as required, surveys were conducted to assess potential habitat and to ensure that no burrowing owl or narrow endemic plant species have potential to occur on the project site. The biological field surveys conducted in June 2016 did not discover any burrowing owls or burrowing owl burrows. However, the site has been identified as a site that has the potential to contain habitat for Burrowing Owls, therefore, Mitigation Measure BIO-1 has been applied to the project in the event burrowing owls may establish use of the site between the time that the survey was completed and the start of construction.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The vacant project site is located within an urban built-up area and is generally surrounded by existing development. Additionally, the project is bisected by a tributary creek which feeds into the Sycamore Canyon Creek, therefore a jurisdiction delineation was prepared for the project site by Gonzales Environmental Consulting. The tributary creek flows from east to west along the northern portion of the project, adjacent to proposed buildings 7 and 8 (APN 263-080-024, 263-080-025, and 263-240-050, and 263-080-027). The jurisdictional area is 1.45 acres and includes five vegetation communities within the defined jurisdictional area and include: freshwater marsh, open water/streambed/channel, Salix Alliance, Mulefat Alliance and Washingtonia Robusta Alliance. Impacts were assessed for Federal jurisdictional impacts (ACOE Jurisdictional Delineation), California Department of Fish and Wildlife jurisdictional impacts (CDFW Jurisdictional Delineation), and MSHCP Section 6.1.2 impacts (Riverine and Riparian/Vernal Pools and Fairy Shrimp Jurisdictional Delineation). Because the project has been designed to avoid the defined jurisdictional area, the Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats study for tract 36981, prepared by Gonzales Environmental Consulting has determined that the project does not have an impact on the Jurisdictional Delineation area. Therefore, the project, as proposed will have a less than significant impact direct, indirect or cumulative adverse effect, to the existing defined Jurisdictional Delineation area. With the implementation of MM BIO-1, the project will not conflict with the provisions of the MSHCP or other approved local, regional, or state habitat conservation plan. Therefore, the project will have a <b>less than significant impact with mitigation incorporated</b>.</p> <p><b>Mitigation Measure</b></p> <p><b>BIO - 1</b>      A 30-day pre-construction survey is required to be completed. If non-nesting burrowing owls are found on-site then they should be <i>passively relocated</i>. Once the burrowing owl has left a burrow then the burrow should be excavated carefully by hand to be sure that it is empty. This will prevent re-use during construction.</p> <p>If an occupied burrowing owl burrow is found during the breeding season then <i>active relocation</i> is required utilizing the techniques provided by the California Department of Fish and Wildlife and the Burrowing Owl Consortium. Active relocation is described in detail within Appendix D. Generally, this involves trapping all burrowing owls on-site and relocating them to artificial burrows located off-site in a protected area. This process is completed manually and requires biological monitoring of relocated owls through one breeding season to be sure that they have established themselves successfully at the relocation site.</p>				

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<b>5. CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>5a. Response:</b> <i>(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Appendix D, Title 20 of the Riverside Municipal Code, and Phase 1 Historical/Archaeological Resources Survey prepared by CRM Tech, July 2016)</i></p> <p>A Phase 1 Historical/Archaeological Resources Survey was prepared by CRM Tech for the project site. The Report identifies that the site has previously been developed multi times with a road dating back to the 1890's, several buildings from the 1930 - 1960's era and a rail line servicing the ATSF Railway (Site 33-015743/33-01665). The report found that the above noted features have been dismantled or removed. No on-site resources or potential historic resources were identified that meet CEQA's definition of a historic resource. Therefore, a <b>less than significant impact</b> directly, indirectly and cumulatively to historical resources are expected.</p>				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>5b. Response:</b> <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Phase 1 Historical/Archaeological Resources Survey prepared by CRM Tech, July 2016)</i></p> <p>The results of the Phase 1 Historical/Archaeological Resources Survey including the Eastern Information Center (EIC) records search, Sacred Lands File (SLF) search, and site visit indicate that there are no archaeological resources within or near the project area. Given the past disturbances to the project area from the construction, operation, and subsequent demolition of several buildings from the 1930 - 1960's era, in addition to the ATSF Railway that once occupied the project site, the archaeological sensitivity of the project area is low. Therefore, less than significant impacts to archaeological resources are anticipated and no mitigation measures are required.</p>				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5c. Response:</b> <i>(Source: General Plan 2025 Policy HP-1.3; GP 2025 FPEIR Figure 5.5-2 – Prehistoric Cultural Resources Sensitivity)</i></p> <p>Activities including construction-related and earth-disturbing actions, could damage or destroy fossils in rock units. As with archaeological resources, paleontological resources are generally considered to be historical resources, as defined in CEQA Guidelines Section 15064.5(a)(3)(D). Consequently, damage or destruction to these resources could cause a significant impact.</p> <p>According to the General Plan 2025 FPEIR, the project site is located in an area with low prehistoric cultural resource sensitivity. General Plan Policy HP-1.3 states that the City shall protect sites of archaeological and paleontological significance and ensure compliance with the Federal Native American Graves Protection and Repatriation Act in its planning and project review process. In the event that paleontological materials are uncovered, the following mitigation measure is incorporated to ensure that uncovered resources are evaluated, left in place if possible, or curated as recommended by a qualified paleontologist. Impacts to paleontological resources will be <b>less than significant with mitigation incorporated</b>:</p> <p><b>Mitigation Measures:</b></p> <p><b>CR-2: Archaeological and Paleontological Monitoring:</b> At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <ol style="list-style-type: none"> <li>1. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:               <ol style="list-style-type: none"> <li>a. Project grading and development scheduling;</li> <li>b. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;</li> <li>c. The protocols and stipulations that the Applicant, tribes and project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation;</li> <li>d. Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the project site;</li> <li>e. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure <b>MM-CUL-4</b>.</li> </ol> </li> </ol>				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5d. Response:</b> <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)</i></p> <p>No formal cemeteries are located in or near the project area. Most Native American human remains are found in association with prehistoric archaeological sites. No prehistoric archaeological sites have been recorded within or near the project site. Given the extent of disturbances from the construction, operation, and subsequent demolition of several buildings from the 1930 - 1960's era, in addition to the ATSF Railway that once occupied the project site, it is unlikely that ground-disturbing activities associated with the construction of the proposed warehouse buildings would exceed depths of previous disturbance. Therefore, the proposed Project has little potential to disturb human remains.</p> <p><b>Impacts to unknown resources would be less than significant with the implementation of Mitigation Measures CR-1 through 4.</b></p> <p><b><u>Mitigation Measure</u></b></p> <p><b>CR-1</b> Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, Applicant, and interested tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the Applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the project site if the site design and/or proposed grades should be revised.</p> <p><b>CR-2</b> <b>Archaeological and Paleontological Monitoring:</b> At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <ol style="list-style-type: none"> <li>2. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all</li> </ol>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:</p> <ol style="list-style-type: none"> <li>Project grading and development scheduling;</li> <li>The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;</li> <li>The protocols and stipulations that the Applicant, tribes and project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation;</li> <li>Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the project site;</li> <li>The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure <b>MM-CUL-4</b>.</li> </ol> <p><b>CR-3 Treatment and Disposition of Cultural Resources:</b> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> <li><b>Temporary Curation and Storage:</b> During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</li> <li><b>Treatment and Final Disposition:</b> The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ol style="list-style-type: none"> <li>Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</li> <li>A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;</li> <li>For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and.</li> <li>At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural</li> </ol> </li> </ol>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center and interested tribes:</p> <p><b>CR-4</b>      <b>Cultural Sensitivity Training:</b> The County of Riverside certified Archaeologist and Native American Monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>6. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6i. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones &amp; General Plan 2025 FPEIR, Geotechnical Engineering Investigation prepared by Norcal Engineering May 2016)</b>  Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The project site does not contain any known fault lines and the potential for fault rupture or seismic shaking is low. Compliance with the California Building Code regulations will ensure that <b>no impacts</b> related to strong seismic ground will occur directly, indirectly and cumulatively.				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6ii. Response: (Source: General Plan 2025 FPEIR, Geotechnical Engineering Investigation prepared by Norcal Engineering May 2016)</b>  Just like most of southern California, in the event of an earthquake strong ground shaking is expected to occur on the project site. As stated in the Geotechnical Engineering Investigation prepared by Norcal Engineering, There are no known active or potentially active faults trending toward or through the site. The proposed development lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered very remote. The site is located in an area of high regional seismicity and the San Jacinto fault is located about 10 kilometers from the site. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. As previously described in 6i, design and construction would comply with current building codes and standards which would reduce the risk of loss, injury, or death resulting from strong ground-shaking. Impacts would <b>be less than significant</b> .				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Geotechnical Engineering Investigation prepared by Norcal Engineering May 2016)</b>  The project site is located in an area with a low risk of liquefaction per the GP 2025 Liquefaction Zones Map – Figure PS-2. A preliminary soils report has been prepared to determine the soil properties and specific potential for liquefaction for the proposed development. Incorporation of the recommended design measures of the geotechnical study/preliminary soils report for compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction, are reduced to <b>less than significant impact</b> levels directly, indirectly and cumulatively.				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Geotechnical Engineering Investigation prepared by Norcal Engineering May 2016, Title 18 – Subdivision Code, Title 17 – Grading Code)</b>  The project site and its surroundings have generally flat topography and are not located in an area prone to landslides per Figure 5.6-1 of the General Plan 2025 Program Final PEIR. Therefore, there will be <b>no impact</b> related to landslides directly, indirectly and cumulatively.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6b. Response:</b> <i>(Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, and SWPPP)</i></p> <p>Erosion and loss of topsoil could occur as a result of the project. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, with the erosion control standards for which all development activity must comply (Title 18), the Grading Code (Title 17) also requires the implementation of measures designed to minimize soil erosion. Compliance with State and Federal requirements as well as with Titles 18 and 17 will ensure that soil erosion or loss of topsoil will be <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6c. Response:</b> <i>(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Geotechnical Engineering Investigation prepared by Norcal Engineering May 2016)</i></p> <p>The general topography of the subject has an average 9.5% slope. The proposed Project's engineering and construction are required to be in compliance with the California Building Code and the City's Municipal Code, Title 17 (Grading) and the policies contained in the General Plan 2025 ensure that impacts related to geologic conditions, as listed above, are reduced to <b>less than significant</b> impact level, directly, indirectly and cumulatively.</p>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6d. Response:</b> <i>(Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code, and Geotechnical Engineering Investigation prepared by Norcal Engineering May 2016)</i></p> <p>The project is located on a site that does not have expansive soils and therefore there will be <b>no impact</b> directly, indirectly or cumulatively.</p>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6e. Response:</b> <i>(Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Percolation Report prepared by John R. Byerly, Incorporated in October 2015)</i></p> <p>The proposed project will be served by sewer infrastructure. Therefore, the project will have <b>no impact</b>.</p>				

<b>7. GREENHOUSE GAS EMISSIONS.</b>																																		
Would the project:																																		
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																													
<p><b>7a. Response:</b> <i>(Source: Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG in March 2017)</i></p> <p>A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not been established by the South Coast Air Quality Management District (SCAQMD). As an interim threshold based on guidance provided in the CAPCOA CEQA and Climate Change handbook, a non-zero threshold approach based on Approach 2 of the handbook has been used. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 10,000 metric tons carbon dioxide equivalent (MTCO<sub>2</sub>e) per year for industrial projects. This threshold is based on the review of 711 CEQA projects. This threshold will be utilized herein to determine if emissions of greenhouse gases from this project will be significant.</p> <p>The proposed warehouse use will include activities that emit greenhouse gas emissions over the short- and long-term. While one project could not be said to cause global climate change, individual projects contribute cumulatively to greenhouse gas emissions that result in climate change. A greenhouse gas emissions inventory was prepared for the project using SCAQMD's interim threshold of 10,000 MTCO<sub>2</sub>E and is analyzed below.</p> <p><i>Short Term Emissions</i></p> <p>The project will result in short-term greenhouse gas emissions from construction and installation activities associated with construction of the proposed warehouses. Greenhouse gas emissions will be released by equipment used for grading, paving, and building construction activities. GHG emissions will also result from worker and vendor trips to and from the project site. The Construction Greenhouse Gas Emissions table, below, summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Amortized construction emissions are included in the Construction Greenhouse Gas Emissions Table, below.</p> <table border="1"> <thead> <tr> <th colspan="5">CONSTRUCTION GREENHOUSE GAS EMISSIONS</th> </tr> <tr> <th rowspan="2">Construction Year</th> <th colspan="4">GHG Emissions (MT/YR)</th> </tr> <tr> <th>CO<sub>2</sub></th> <th>CH<sub>4</sub></th> <th>N<sub>2</sub>O</th> <th>TOTAL*</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>476.80</td> <td>0.07</td> <td>0.00</td> <td>478.30</td> </tr> <tr> <td>2018</td> <td>553.19</td> <td>0.07</td> <td>0.00</td> <td>554.68</td> </tr> <tr> <td><i>AMORTIZED TOTAL^</i></td> <td>34.33</td> <td>0.00</td> <td>0.00</td> <td>34.43</td> </tr> </tbody> </table> <p>*MTCOE  Note: Slight variations may occur due to rounding and variations in modeling software.  ^Amortized over 30-years</p> <p>Source: Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG, March 2017</p> <p><i>Long Term Emissions</i></p> <p>Warehousing and distribution activities will result in continuous greenhouse gas emissions from mobile and operational sources. Mobile sources including vehicle trips to and from the project site will result primarily in emissions of CO<sub>2</sub> with minor emissions of CH<sub>4</sub> and N<sub>2</sub>O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the warehouses and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO<sub>2</sub> emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas emissions for the build-out of the proposed project.</p>						CONSTRUCTION GREENHOUSE GAS EMISSIONS					Construction Year	GHG Emissions (MT/YR)				CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	TOTAL*	2017	476.80	0.07	0.00	478.30	2018	553.19	0.07	0.00	554.68	<i>AMORTIZED TOTAL^</i>	34.33	0.00	0.00	34.43
CONSTRUCTION GREENHOUSE GAS EMISSIONS																																		
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To determine long-term emissions, CalEEMod was used. The methodology utilized for each emissions source is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook. A summary of the project's net long-term greenhouse gas emissions is included in the Operational Greenhouse Gas Emissions table, below. Emissions are presented as metric tons of carbon dioxide equivalent (MTCO2E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons).

OPERATIONAL GREENHOUSE GAS EMISSIONS				
Source	GHG Emissions (MT/YR)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	TOTAL*
Area	0.01	0.00	0.00	0.01
Energy	601.35	0.03	0.01	603.78
Mobile	1,473.29	0.05	0.00	1,474.41
Solid Waste	42.78	2.53	0.00	95.86
Water/Wastewater	163.01	1.29	0.03	199.84
Total	2,280.43	3.90	0.04	2,373.90
*MTCO2E/YR				
Note: Slight variations may occur due to rounding.				

Source: Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG, March 2017

GREENHOUSE GAS EMISSIONS INVENTORY				
Source	GHG Emissions (MT/YR)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	TOTAL*
Construction^	34.33	0.00	0.00	34.33
Operation	2,280.43	3.90	0.04	2,373.90
<b>TOTAL</b>				<b>2,408.33</b>
*MTCOE				
Note: Slight variations may occur due to rounding and variations in modeling software.				
^Construction impacts amortized over 30-years				

Source: Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG, March 2017

The Greenhouse Gas Emissions Inventory table summarizes the yearly estimated greenhouse gas emissions from construction and operational sources. The total yearly carbon dioxide equivalent emissions for the proposed project are estimated at 2,408.33 MTCO2E. This does not exceed the SCAQMD threshold of 10,000 MTCO2E per year. Therefore, the project will have a less than significant impact on GHG emissions directly, indirectly and cumulatively.

b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

☐
☐
☒
☐

**7b. Response:** (Source: Sycamore Crossings Air Quality and Climate Change Assessment prepared by MIG in March 2017; Riverside Restorative Growthprint Climate Action Plan)

The SCAQMD supports State, Federal and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules and has established an interim Greenhouse Gas (GhG) threshold. The project will comply with the City's General Plan policies and State Building Code provisions designed to reduce GhG emissions. As a user of electricity generated and sourced by Riverside Public Utilities, it is likely that the project's GHG emissions deriving from energy use will decline over the life of the project as RPU pursues its Renewable Portfolio Standard of 33% retail electricity sales from renewable sources by 2020 (RRG-CAP Reduction Measure SR-1).

In addition, the project would comply with all SCAQMD applicable rules and regulations during construction the construction phase and, as demonstrated in the GHG Analysis, will not interfere with the State's goals of reducing GhG emission to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GhG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Based upon the prepared Climate Change Analysis for this project and the discussion above, the project will not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GhG and thus a **less than significant impact** will occur directly, indirectly and cumulatively in this regard.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. HAZARDS &amp; HAZARDOUS MATERIALS.</b> Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8a. Response:</b> <i>(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)</i></p> <p>The proposed project does not directly involve the transport, use, or disposal of any hazardous material because the use is a speculative light industrial development, and no specific land uses are contemplated at this time. Future tenants of the proposed project will not necessarily, but may, engage in the routine transport, use, or disposal of hazardous materials or wastes. If hazardous materials are proposed on site in the future, they will be subject to state and federal regulation for permitting and inspection by the Hazardous Materials Division of the City Fire Department. The General Plan 2025 Public Safety Element also specifies a number of policies regarding the safe handling, transport and disposal of hazardous materials, with which the project will comply (GP 2025 Policies PS-3.1 through 3.5).</p> <p>Widely used hazardous materials common at any warehouse land use include paints and other solvents, cleaners, automobile fluids, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used motor oil, dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be <b>less than significant</b>.</p>				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>8b. Response:</b> <i>(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan, Phase 2 Soil Sampling Report prepared by The Reynolds Group, March 2017)</i></p> <p>A Phase 2 Soil Sampling report has been prepared for the Site by the Reynolds Group. Due to the various uses of the site over the years there is a potential that hazardous material may not have been remediated. Soil sampling of the property was conducted to identify any impacts associated with the previous uses and operations onsite including the following: 1) the existence of undocumented soil stockpiles and residual materials; 2) potential aerial impacts associated with diesel exhaust and the application of arsenic and herbicides; 3) Potential existence of lead associated with lead based paints,; and 4) potential for buried cement asbestos pipes and other debris along the northern portion of the property. Based on site soil sampling tests it was determined that chemicals associated with the potential hazardous materials for the: 1) undocumented soil stockpiles and residual materials; 2) potential aerial impacts associated with diesel exhaust and the application of arsenic and herbicides; 3) Potential existence of lead associated with lead based paints, were found to be either low or normal and therefore would not have a potentially significant impact. However, the soil sampling determined that there may be a potentially significant impact associated with the potential existence of cement asbestos pipe and other buried debris located within the northern portion of the project site. Therefore, Mitigation measure HAZ-1 has been included to require the preparation of a Soils Management Plan for the Project site. As such, impacts associated with the upset and accident conditions involving the release of hazardous materials into the environment would be a <b>less than significant impact with mitigation incorporated</b>.</p> <p><b>Mitigation Measure</b></p> <p><b>HAZ-1:</b> A Soils Management Plan shall be prepared for the project site prior to the issuance of grading permits that addresses the potential discovery of contamination such as, but not limited to, the presence of underground facilities, buried</p>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>debris, waste drums, tanks, asbestos containing materials, and stained or odorous soil. The Plan will detail the removal and disposal of the hazardous material. Once the hazardous material is removed, a final report will be submitted to the City indicating that the site no longer contains hazardous material.</p>				
<p>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8c. Response:</b> <i>(Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, Figure 5.13-4 – Other School District Boundaries, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code)</i></p> <p>The project site is not located within a one-quarter mile of a school. The nearest school Edgemont Elementary School is located approximately 0.50 miles north of the project site. Therefore, there will be <b>no direct, indirect or cumulative impacts</b> associated with the emitting of hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>				
<p>d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8d. Response:</b> <i>(Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information, 5.7-C – DTSC EnviroStor Database Listed Sites, and Phase 1 Environmental Site Assessment prepared by Leighton Consulting Inc., May 2016)</i></p> <p>A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have <b>no impact</b> to creating any significant hazard to the public or environment directly, indirectly or cumulatively.</p>				
<p>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8e. Response:</b> <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, and March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan)</i></p> <p>The proposed project is located within Zone B1 and Accident Potential Zone II of RCALUCP for March ARB. The project was reviewed by the Airport Land Use Commission (ALUC) to ensure that the project is consistent with the compatibility zone as well as in compliance with the land use standards in the RCALUP. March ARB commented as Part of RCALUC review process on the proposed project design. Modifications to the plans were made by the applicant to ensure consistency with the MARB/IPA Land Use Compatibility Plan prior to ALUC making the determination of Project consistency. Because the project has been found to be consistent with the RCALUCP by the ALUC, impacts related to hazards from airports are <b>less than significant impacts</b> directly, indirectly and cumulatively.</p>				
<p>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8f. Response:</b> <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Because the proposed project is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have <b>no impact</b> directly, indirectly or cumulatively.				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8g. Response:</b> <i>(Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</i></p> <p>The project will be served by existing, fully improved streets (Old 215 Frontage Road, Alessandro Boulevard, and Cottonwood Avenue) as well as a network of on-site driveways and fire access lanes. All streets have been designed to meet the Public Works and Fire Departments’ specifications. As part of the project’s construction, a temporary street closing may be necessary. Any street closing will be of short duration so as not to interfere or impede with any emergency response or evacuation plan. Therefore, the project will have a <b>less than significant impact</b> directly, indirectly and cumulatively to an emergency response or evacuation plan.</p>				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8h. Response:</b> <i>(Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside’s EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)</i></p> <p>The proposed project is located in an urbanized area where no wildlands exist and the property is not located within a Very High Fire Severity Zone (VHFSZ) or adjacent to wildland areas or a VHFSZ; therefore <b>no impact</b> regarding wildland fires either directly, indirectly or cumulatively from this project will occur.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9a. Response:</b> <i>(Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Approved Project-Specific Preliminary Water Quality Management Plan prepared by Tory R. Walker Engineering, Inc., April 2017)</i></p> <p>The Santa Ana Regional Water Quality Control Board (RWQCB) administers the National Pollutant Discharge Elimination System (NPDES) permit in the region. The City is required to implement all pertinent regulations of the program to control pollution discharges from new development. These regulations reduce NPS pollutant loading through the implementation of Best Management Practices (BMPs) and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water resources. BMPs implemented to address commercial pollutant sources generally involve maintenance of storm drain facilities, parking lots, vegetated areas, and educational programs. Violations of water quality standards due to urban runoff can be prevented through the continued implementation of existing regional water quality regulations. The proposed project would not interfere with the implementation of NPDES water quality regulations and standards.</p> <p>The proposed project would disturb approximately 10.5 gross acres of land and therefore will be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements during construction activities in addition to standard NPDES operational requirements. The proposed project will require submittal to the local reviewing agency, the Santa Ana RWQCB, a Storm Water Pollution Prevention Plan (SWPPP) that will include BMPs protects water quality during construction activities. The City will require BMPs as listed in the California Stormwater Quality Association’s California Storm Water Best Management Practice Handbooks. These measures, which include owner education, activity restrictions, parking lot sweeping, basin inspection, landscaping, roof runoff controls, efficient irrigation, slope and channel protection, storm drain signage, and trash storage areas, will reduce pollutants in storm water runoff and reduce non-storm water discharges to the City's storm water drainage through controlling the discharge of pollutants. Operational BMPs will be identified in a Stormwater Runoff Management Plan that will be submitted to the City for review and approval. Impacts related to violation of water quality standards will be <b>less than significant</b> with implementation of these existing regulations.</p>				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9b. Response:</b> <i>(Source: General Plan 2025 Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU Map of Water Supply Basins, RPU Urban Water Management Plan, WMWD Urban Water Management Plan.)</i></p> <p>The proposed project is located within the Riverside South Water Supply Basin. The project is required to connect to the City’s sewer system and comply with all NPDES and WQMP requirements that will ensure the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there will be <b>no impact</b> to groundwater supplies and recharge either directly, indirectly or cumulatively.</p>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>9c. Response:</b> <i>(Source: Preliminary grading plan, and Project Specific Preliminary Water Quality Management Plan prepared by Tory R. Walker Engineering, Inc., April 11, 2017)</i></p> <p>The proposed Project requires grading of the project site which would affect the drainage patterns of the site. However, the site's drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff. Drainage patterns would remain similar to existing conditions.</p> <p>A Jurisdictional Drainage Feature crosses the project site south of Buildings 7 and 8. As proposed the project has been designed to avoid the Jurisdictional Drainage Feature and therefore will not alter a stream or river that would result in substantial erosion or siltation.</p> <p>Furthermore, the project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) for the prevention of runoff during construction. Further, existing drainage patterns on the project site, which has been designed with minimal grading, flows from east to west; proposed drainage patterns after construction of the project mimic the pre-development conditions. Erosion, siltation and other possible pollutants associated with long-term implementation of projects are addressed as part of the Water Quality Management Plan (WQMP) and grading permit process. Proposed on-site low impact development (LID) principles include the implementation of BMPs including landscaping and an infiltration basin. The Project-Specific Preliminary Water Quality Management Plan (PWQMP) (See Appendix F) identifies proposed drainage management areas and the effectiveness of proposed BMPs.</p> <p>According to the PWQMP, the design capture volume required to capture on-site runoff is 16,795.4 cubic feet, for a design storm depth of 0.62 inches. The proposed infiltration basins will capture approximately 18,121.1 cubic feet of runoff and infiltrate at a rate of less than 1 inch per hour. According to the WQMP, proposed LID BMPs fully address all drainage management areas and no alternative compliance measures are required for the proposed project. The design of the proposed project will not substantially alter drainage patterns in the area to the extent that substantial on- or off-site erosion or siltation will occur. Therefore, <b>a less than significant impact would occur.</b></p>				
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9d. Response:</b> <i>(Source: Preliminary grading plan, and Project Specific Preliminary Water Quality Management Plan prepared by Tory R. Walker Engineering, Inc., April 11, 2017)</i></p> <p>The proposed Project would require grading of the project site which would affect the drainage patterns of the site. However, drainage patterns would remain similar to existing conditions. Furthermore, there will be no modification to the existing jurisdictional drainage feature. The project site's drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff preventing flooding on- or off-site. <b>Impacts would be less than significant.</b></p>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9e. Response:</b> <i>(Source: Preliminary Grading Plan, and Project Specific Preliminary Water Quality Management Plan prepared by Tory R. Walker Engineering, Inc., April 11, 2017)</i></p> <p>The proposed development will increase the amount of impervious surface area in the City. This impervious area includes paved parking areas, sidewalks, roadways, and building rooftops; all sources of runoff that may carry pollutants and therefore has the potential to degrade water quality. This development has been required to prepare and implement a WQMP. Preliminary BMP's, in compliance with the WQMP, have been approved by Public Works. Expected stormwater pollutants</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>will be treated through the incorporation of the site design, source control and treatment control measures specified in the project specific WQMP. As was previously detailed in Response 9c, project-related stormwater flows will be directed to the proposed infiltration basins and infiltrate into the soil. The proposed water quality function of the basin would reduce the amount of polluted runoff that would be conveyed into the ground water. Therefore, as the expected pollutants will be mitigated through the project site design, source control, and treatment controls already integrated into the project design, the project will not create or contribute runoff water exceeding capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and there will be a <b>less than significant impact</b> directly, indirectly or cumulatively.</p>				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9f. Response:</b> (Source: <i>Project Specific Preliminary Water Quality Management Plan prepared by Tory R. Walker Engineering, Inc., April 11, 2017</i>)</p>				
<p>The project is over one are in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). As stated in the Permit, during and after construction, best management practices (BMPs) will be implemented to reduce/eliminate adverse water quality impacts resulting from development. Furthermore, the City has ensured that the development does not cause adverse water quality impacts, pursuant to its Municipal Separate Storm System (MS4) permit through the project's WQMP.</p>				
<p>The proposed development will increase the amount of impervious surface area in the City. This impervious area includes paved parking areas, sidewalks, roadways, and building rooftops; all sources of runoff that may carry pollutants and therefore has the potential to degrade water quality. This development has been required to prepare preliminary BMP's that have been reviewed and approved by Public Works. Final BMP's will be required prior to grading permit issuance. The purpose of this requirement is to insure treatment BMP's are installed/constructed as part of the project so that the pollutants generated by the project will be treated in perpetuity. Therefore, impacts related to degrading water quality are <b>less than significant</b> directly, indirectly and cumulatively.</p>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9g. Response:</b> (Source: <i>General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps 06065C-0745G</i>)</p>				
<p>This project does not involve the construction of housing. There will be <b>no impact</b> caused by this project directly, indirectly or cumulatively as it will not place housing within a 100-year flood hazard area.</p>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9h. Response:</b> (Source: <i>General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps 06065C-0745G</i>)</p>				
<p>The project site is not located within or near a 100-year flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C-0745G, Effective Date August 28, 2008). Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and <b>no impact</b> will occur directly, indirectly or cumulatively.</p>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>9i. Response:</b> <i>(Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps Number 06065C0745G)</i></p> <p>The project site is not located within or near a flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C-0745G Effective Date August 28, 2008) or subject to dam inundation as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. Therefore, the project will not place a structure within a flood hazard or dam inundation area that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and therefore <b>no impact</b> directly, indirectly or cumulatively will occur.</p>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9j. Response:</b> <i>(Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)</i></p> <p>Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis will occur directly, indirectly or cumulatively. Additionally, the proposed project site and its surroundings have generally flat topography and is within an urbanized area not within proximity to Lake Mathews, Lake Evans, the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain Area or any of the 9 arroyos which transverse the City and its sphere of influence; therefore, <b>no impact</b> potential for seiche or mudflow exists either directly, indirectly or cumulatively.</p>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact																					
<b>10. LAND USE AND PLANNING:</b>																									
Would the project:																									
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																					
<b>10a. Response:</b> <i>(Source: General Plan 2025 Land Use and Urban Design Element, Sycamore Canyon Business Park Specific Plan, Project site plan, City of Riverside GIS/CADME map layers)</i>																									
<p>The project is an infill project currently served by fully improved public streets and other infrastructure. The project involves the construction of eight industrial buildings ranging in size from 11,412 to 33,335-square feet and associated site improvements. Reciprocal parking and access agreements will be recorded on the project site. Access to existing land locked parcels west of the project site will be preserved through the establishment of access easements.</p> <p>The proposed amendments to the Sycamore Canyon Business Park Specific Plan will allow for the development of the project site with industrial buildings consistent with the General Plan Land Use Designation, consistent with existing development within the Specific Plan. The revisions to the lot standards for industrially designated properties east of Interstate 215 allows for the creation of smaller lots in an area where assembling parcels to create larger developments is not feasible due to existing development. Additionally, development standards have been modified to be consistent with the size and scale of the proposed parcels east of Interstate 215. The proposed amendments to the Specific Plan will not physically divide an established community have a direct impact on an established community development standards as future projects will be analyzed in the same manner as the proposed development.</p> <p>The proposed project will not physically divide an established community and is consistent with existing and proposed uses within the Sycamore Canyon Business Park Specific Plan. Further, the project is consistent with the General Plan 2025, the Zoning Code, the amended Sycamore Canyon Business Park Specific Plan, the Subdivision Code, and the Citywide Design and Sign Guidelines. Therefore, a <b>less than significant impact</b> will occur directly, indirectly or cumulatively to an established community.</p>																									
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																					
<b>10b. Response:</b> <i>(Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Magnolia Avenue Specific Plan, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</i>																									
<p>The proposed project will amend the Sycamore Canyon Business Park Specific Plan. The Specific Plan Amendment includes modifying Figure 5 - Land Use Map and Chapter 3 Development Standards and Criteria.</p> <p>Figure 5 - Land Use Map is being amended to change the Specific Plan Land Use Designations of the following parcels:</p>																									
<table border="1"> <thead> <tr> <th>Assessor Parcel Number</th> <th>Current Specific Plan Land Use Designation</th> <th>Proposed Specific Plan Land use Designation</th> </tr> </thead> <tbody> <tr> <td>263-080-017</td> <td>Retail Business Office</td> <td>Industrial</td> </tr> <tr> <td>263-080-027</td> <td>Industrial Support</td> <td>Industrial</td> </tr> <tr> <td>263-080-008</td> <td>Retail Business Office and Industrial Support</td> <td>Industrial</td> </tr> <tr> <td>263-091-014</td> <td>Industrial Support</td> <td>Industrial</td> </tr> <tr> <td>263-091-015</td> <td>Industrial Support</td> <td>Industrial</td> </tr> <tr> <td>263-100-021</td> <td>Industrial Support</td> <td>Industrial</td> </tr> </tbody> </table>					Assessor Parcel Number	Current Specific Plan Land Use Designation	Proposed Specific Plan Land use Designation	263-080-017	Retail Business Office	Industrial	263-080-027	Industrial Support	Industrial	263-080-008	Retail Business Office and Industrial Support	Industrial	263-091-014	Industrial Support	Industrial	263-091-015	Industrial Support	Industrial	263-100-021	Industrial Support	Industrial
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ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The proposed modifications to the Specific Plan land use designations are consistent with the General Plan Land Use Designation of B/OP – Business/Office Park and the Land Use Designation of BMP-SP – Business and Manufacturing Park Zone - Specific Plan (Sycamore Canyon Business Park) Overlay Zones.</p> <p>Revisions to the Sycamore Canyon Business Park Specific Plan, include: an amendment to Figure 5 Land Use Map, Table 1 land Use Distribution Summary, and sections 3.2 Lot Standards and 3.2.1 Setback Standards under the Development Standards and Criteria Chapter. Revisions to Section 3.2 "Lot Standards" establishes a minimum one-half acre lot size for properties located within the Industrial sub district designation to the east of the I-215 freeway . Revisions to Section 3.2.1 "Setback Standards" establishes setback standards for parcels within the Industrial sub district on the east side of the I-215 freeway. The amendment to the Industrial sub district standards will facilitate development of: eight proposed industrial buildings ranging in size from 11,412 square feet to 33,335 square feet, ancillary parking and landscape improvements. The project does not conflict with any plans or programs adopted to avoid or mitigate an environmental impact because it is consistent with the objectives of the 2025 General Plan and the mitigating policies of the General Plan EIR, as summarized below.</p> <p>The vision set forth by the City of Riverside in the General Plan to guide industrial development through year 2025 focuses on the attraction and retention of “clean” industrial uses (General Plan 2025, <i>Preservation of Industrial Land</i>, pages LU-38 through LU-39). Objectives LU-24 through LU-25, establish the overarching goals, objectives and policies for Riverside’s industrial land. The City is clear in its resolve to support clean, economically rich enterprises by limiting any redesignation or rezoning of land from industrial use. Avoid encroachments of incompatible land uses within close proximity of industrial land. . . (Policy LU-24.2)” to “. . . ensure that future uses are in concert with the City’s wider policy goals. (Policy 24.1)” for industrial and business/office park uses.</p> <p>The City recognizes that the project is permitted subject to the approval of the proposed Specific Plan Amendment and is consistent with the General Plan; therefore, any applicable General Plan EIR mitigating policies or measures will be applied to the project, as is standard practice for all development proposals subject to environmental review. The Project Proponent has requested a Specific Plan amendment, however, the project and the amendment are not contrary to any environmental standards that currently exist and the Specific Plan Amendment has not been proposed to avoid or circumvent environmental effects.</p> <p>For these reasons, this project will have less than significant impacts on an applicable land use plan, policy or regulation directly, indirectly or cumulatively.</p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10c. Response:</b> (<i>Source: General Plan 2025, General Plan 2025 – Figure LU-10 – Land Use Policy Map, Western Riverside County MSHCP, Phase 2 Burrowing Owl Survey and Report prepared by Chambers Group in June 2006 and supplemented November 2015</i>)</p> <p>The project site is located within the Western Riverside County MSHCP. The City of Riverside, as the lead agency for the project, requires that the project comply with the Western Riverside County MSHCP. The MSHCP includes a program for the collection of development mitigation fees, policies for the review of projects in areas where habitat must be conserved and policies for the protection of riparian areas, vernal pools, and narrow endemic plants. It also includes requirements to perform plant, bird, reptile, and mammal surveys in certain areas. The primary intent of the MSHCP is to provide for the conservation of a range of plants and animals and in return, provide take coverage and mitigation for projects throughout Western Riverside County to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. It would allow the incidental take (for development purposes) of species and their habitat from development.</p> <p>The MSHCP identifies that the project area is located in a burrowing owl survey area. Therefore, as required, surveys were conducted to assess potential habitat and to ensure that no burrowing owl or narrow endemic plant species have potential to occur on the project site. The biological field surveys conducted in June 2016 revealed that no burrowing owl or burrowing owl burrows were present at the time of the survey. However, the report identifies that this may not be the case at time of construction. Therefore, MM- Bio -1 was placed on the project requiring a precaution, a preconstruction survey, to be conducted by a qualified biologist 30 days prior to the commencement of grading or other ground-disturbing activities to assess any new evidence of burrowing owl habitat on the site.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Additionally, an unnamed drainage feature was identified on-site. A Jurisdictional delineation was prepared for the project site to establish the boundaries of the Drainage feature. The project has been designed to avoid the Jurisdictional area. Further, the project will comply with measures identified in the MSHCP and will not conflict with the MSCHP. Impacts will be <b>less than significant</b> with implementation of standard MSHCP measures and proposed conditions of approval.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. MINERAL RESOURCES.</b> Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>11a. Response:</b> <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources, California Division of Mines and Geology Surface Mining and Reclamation Policies and Procedures)</i></p> <p>State-classified MRZ-2 and MRZ-4 Mineral Resource Zones are shown in Figure 5.10-1, Mineral Resources of the GP 2025 FPEIR. The proposed project is located in MRZ-4, which indicates that the presence or absence of mineral resources under the site are not known. The California Department of Conservation Division of Mines and Geology emphasizes that this does not necessarily mean that the presence of mineral resources at the site is unlikely; rather just that there is insufficient information available to determine presence or absence.</p> <p>However, mining operations in the City have not been active for decades. According to the Riverside General Plan EIR, the maximum potential for mineral extraction has occurred; therefore the proposed project would not result in any loss of availability of any known or unknown mineral resource than currently already occurs. There are no known mining operations within the vicinity of the project site and surrounding land uses would preclude mining from occurring. Further, the designated land uses for the project site and for the surrounding area are incompatible for mining operations. <b>Less than significant</b> impact will occur.</p>				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>11b. Response:</b> <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p> <p>The GP 2025 FPEIR determined that there are no specific areas with the City of Sphere Area which have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract state-designated resources. The proposed project is consistent with the General Plan 2025. Therefore, there is <b>no impact</b>.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>12. NOISE.</b> Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**12a. Response:** (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Sycamore Crossing Noise Impact Analysis prepared by MIG, February 2017)

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the noise criteria listed in the Noise Element of the General Plan 2025 and in the City's Municipal Code. A Noise Impact Analysis (Appendix D) was prepared for the project by MIG in February 2016. Based on results of the model, on-site operations of the proposed buildings will not exceed allowable levels at residential, commercial or industrial uses during daytime or nighttime hours with consideration of noise screening provided by the proposed screen walls located between the project and adjacent sensitive receptors.

The closest sensitive receptors to the project site are single-family residences located on contiguous parcels west of the project site. These nearby sensitive uses could potentially be subject to noise-related environmental impacts from construction and operation at the project site. Lands to the north and south consist of vacant property and land to the east and west consist of a mixture of non-conforming residential uses, commercial and industrial uses.

**City of Riverside Noise Element.** The City in its General Plan 2025 Noise Element has established noise/land use noise compatibility criteria. Single-family and multifamily residences are normally acceptable in exterior noise environments up to 60 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) and conditionally acceptable in exterior noise environments of up to 65 dBA CNEL. For the purposes of the noise and vibration impact analysis, the single-family residential uses with outdoor active use areas located to the east and west of the project site (e.g., patios or balconies) exposed to noise levels exceeding 65 dBA CNEL would need to be mitigated.

#### **City of Riverside Municipal Code Noise Ordinance.**

Table 7.25.010A (below) establishes the exterior noise standards for the City of Riverside

<b>Table 7.25.010.A Exterior Noise Standards</b>		
<b>Land Use Category</b>	<b>Time Period</b>	<b>Noise Level</b>
Residential	Night (10 p.m. to 7 a.m.)	45 dBA
	Day (7 a.m. to 10 p.m.)	55 dBA
Office/commercial	Any time	65 dBA
Industrial	Any time	70 dBA
Community support	Any time	60 dBA
Public recreation facility	Any time	65 dBA
Nonurban	Any time	70 dBA

Section 7.25.010 of the Noise code established the exterior sound limits based on the time frame the sound is emitted.

#### **Section 7.25.010 Exterior sound level limits.**

A. Unless a variance has been granted as provided in this chapter, it shall be unlawful for any person to cause or allow the creation of any noise which exceeds the following:

1. The exterior noise standard of the applicable land use category, up to five decibels, for a cumulative period of more than thirty minutes in any hour; or

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. The exterior noise standard of the applicable land use category, plus five decibels, for a cumulative period of more than fifteen minutes in any hour; or</p> <p>3. The exterior noise standard of the applicable land use category, plus ten decibels, for a cumulative period of more than five minutes in any hour; or</p> <p>4. The exterior noise standard of the applicable land use category, plus fifteen decibels, for the cumulative period of more than one minute in any hour; or</p> <p>5. The exterior noise standard for the applicable land use category, plus twenty decibels or the maximum measured ambient noise level, for any period of time.</p> <p>B. If the measured ambient noise level exceeds that permissible within any of the first four noise limit categories, the allowable noise exposure standard shall be increased in five decibel increments in each category as appropriate to encompass the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.</p>				

### Construction Impacts.

Short-term noise impacts will be associated with grading and erecting of buildings on site during construction of the proposed project. Construction-related short-term noise levels will be higher than existing ambient noise levels in the project area today, but will cease once construction of the project is completed. The City's Noise Code (Title 7) restricts construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. on Saturdays, and are prohibited on Sundays and federal holidays. Construction activities conducted in compliance with these provisions of the Noise Code are exempt from the established sound level limits set forth in Tables 7.25.010A (Exterior Noise Standards) and 7.30.015 (Interior Noise Standards) (RMC 7.35.020[G]); therefore, construction activities related to the project will not result in the exposure of persons to or generation of noise in excess of established standards and **no impact** will occur.

### Operational Impacts.

Residential uses are located adjacent to the project site and across Old 215 Frontage Road from the project site. Noise levels due to the operation of the proposed buildings will result from truck activity at docking bays and drive aisles along the drive aisles. To determine the level of impact operational noise will have neighboring uses, noise levels were modeled utilizing the SoundPLAN model. SoundPLAN is a three-dimensional noise modeling software that accounts for the shielding and reflective effects associated with intervening topography and nearby buildings.

Equipment activity at the loading/unloading docks for each of the proposed buildings includes loading and unloading activity and engine start-up, acceleration, idling, and back-up alarms from trucks have been included in the calculation. Worst-case SoundPLAN default noise levels for truck activity have been utilized. Table 8 (On-Site Operational Noise Impacts) summarizes noise levels that receptors could be exposed to in community noise equivalent level (CNEL). CNEL is the average equivalent A-weighted sound level during a 24-hour day, objected after addition of five decibels to sound levels in the evening from 7:00 PM to 10:00 PM and after addition of ten decibels to sound levels in the night from 10:00 PM to 7:00 AM.

Based on results of the model, on-site operations of the proposed buildings will not exceed allowable levels at residential, commercial, or industrial uses during daytime or nighttime hours with consideration of noise screening provided by proposed walls. Impacts will be **less than significant**.

On-Site Operational Noise Impacts			
Receptors	Threshold (dBA)*	Maximum Noise Level (dBA CNEL)	Significant?
1 Residential (south of Buildings 7 & 8)	60	42.5	No
2 Residential (east of Buildings 7 & 8)	70	33.9	No
3 Industrial (west of Building 6)	70	49.2	No
4 Residential (east of Buildings 2 -5)	70	42.7	No
5 Motel (east of Building 6)	70	43.6	No
6 Residential (west of Buildings 4 & 5)	60	43.1	No
7 Commercial (west of Building 1)	60	43.2	No
8 Commercial (east of Building 1)	70	37.7	No
*Pursuant to Municipal Code Section 7.25.010(B), when the measured ambient noise level exceeds noise limit categories, the allowable noise exposure standard shall be increased in five decibel increments to encompass the ambient noise level.			



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**12b. Response:** (Source: Project Specific Noise Impact Analysis prepared by Sycamore Crossing Noise Impact Analysis prepared by MIG, February 2017)

Construction activities that use vibratory rollers and bulldozers are repetitive sources of vibration; therefore, the *continuous* threshold is used. Industrial structures are located to the east and south of the project site. As a worst case scenario, the *historic and some older buildings* threshold is used. These thresholds are summarized in Vibration Damage Potential Threshold Criteria table and the Vibration Annoyance Potential Threshold Criteria Table below.

Vibration Damage Potential Threshold Criteria		
Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50

Source: Caltrans 2013

Vibration Annoyance Potential Threshold Criteria		
Human Response	PPV Threshold (in/sec)	
	Transient	Continuous
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40

Source: Caltrans 2013

Construction of the project does not require rock blasting, pile driving, or the use of a jack hammer, but will use a vibratory roller, and small bulldozer, and loaded trucks. All of the receptors will experience less than *barely perceptible* vibration from the use of a small bulldozer and loaded truck. Receptors 1, 3, 6, and 7 will experience greater than *barely perceptible* vibration and less than *distinctly perceptible* vibration from the use of a vibratory roller. Furthermore, these construction activities will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. on Saturdays, and are prohibited on Sundays and federal holidays. Therefore Construction related impacts related to exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels will be less than significant.

Construction Vibration Impacts				
Receptors	Equipment	PPVref	Distance	(feet) PPV
1 Residential (south of Buildings 7 & 8)	Vibratory Roller	0.21	130	0.0246
2 Residential (east of Buildings 7 & 8)	Vibratory Roller	0.21	270	0.0095
3 Industrial (west of Building 6)	Vibratory Roller	0.21	175	0.0167
4 Residential (east of Building 6)	Vibratory Roller	0.21	265	0.0098
5 Motel (east of Buildings 4 & 5)	Vibratory Roller	0.21	265	0.0098
6 Residential (west of Buildings 4 & 5)	Vibratory Roller	0.21	165	0.0181
7 Commercial (west of Building 1)	Vibratory Roller	0.21	125	0.0259
8 Commercial (east of Building 1)	Vibratory Roller	0.21	275	0.0093
1 Residential (south of Buildings 7 & 8)	Small Bulldozer	0.003	130	0.0004
2 Residential (east of Buildings 7 & 8)	Small Bulldozer	0.003	270	0.0001
3 Industrial (west of Building 6)	Small Bulldozer	0.003	175	0.0002
4 Residential (east of Building 6)	Small Bulldozer	0.003	265	0.0001

ISSUES (AND SUPPORTING INFORMATION SOURCES):		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5 Motel (east of Buildings 4 & 5)	Small Bulldozer	0.003	265	0.0001	
6 Residential (west of Buildings 4 & 5)	Small Bulldozer	0.003	165	0.0003	
7 Commercial (west of Building 1)	Small Bulldozer	0.003	125	0.0004	
8 Commercial (east of Building 1)	Small Bulldozer	0.003	275	0.0001	
1 Residential (south of Buildings 7 & 8)	Loaded Truck	0.076	130	0.0089	
2 Residential (east of Buildings 7 & 8)	Loaded Truck	0.076	270	0.0034	
3 Industrial (west of Building 6)	Loaded Truck	0.076	175	0.0061	
4 Residential (east of Building 6)	Loaded Truck	0.076	265	0.0035	
5 Motel (east of Buildings 4 & 5)	Loaded Truck	0.076	265	0.0035	
6 Residential (west of Buildings 4 & 5)	Loaded Truck	0.076	165	0.0065	
7 Commercial (west of Building 1)	Loaded Truck	0.076	125	0.0094	
8 Commercial (east of Building 1)	Loaded Truck	0.076	275	0.0034	

With regard to long-term operational impacts, activities associated with the project will not result in any vibration related impacts to adjacent or on-site properties.

Therefore, exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels is **less than significant**.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐
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☒
☐

**12c. Response: (Source: City of Riverside Municipal Code Title 7 – Noise Control; General Plan 2025 – Noise Element, General Plan 2025 Figure N-1 – 2003 Roadway Noise, Figure N-5 – 2025 Roadway Noise, and Sycamore Crossing Noise Impact Analysis prepared by MIG, February 2017)**

The primary existing noise sources in the project area are transportation facilities. Vehicular traffic along Old 215 Frontage Road and other local streets is the dominant source of ambient noise. Although individual activity associated with the proposed project may generate additional noise, the proposed 8 foot to 8.5 foot sound barrier will prevent noise associated with the project site from impacting the single family residences west of the project site.

A substantial permanent increase in ambient noise levels associated with the proposed project would occur if the proposed project would cause noise levels to increase by 3 dBA or more. An increase or decrease in noise level of at least 5 dBA is required before any noticeable change in community response would be expected. Therefore, a clearly perceptible increase (+5 dB) in noise exposure of sensitive receptors could be considered significant (GP 2025 FPEIR).

The Existing and Existing Plus Project traffic noise levels during the peak hour are summarized in the Peak Hour Roadway Noise Levels table, below, provides the worst case noise environment. As shown in the table, traffic noise levels during the peak hour will not exceed exterior noise thresholds for residential, industrial, commercial, or motel uses neighboring the project site. In addition, increases in traffic due to the proposed project will not result in a perceptible noise increase at any of the studied receptors (3 dBA). Therefore, there will be a **less than significant impact** on existing ambient noise levels.

Peak Hour Roadway Noise Levels					
Receptors	Threshold (dBA)*	Without Project dBA	With Project dBA	Difference	Significant?
1 Residential (south of Buildings 7 & 8)	60	55.0	53.1	-1.9	No
2 Residential (east of Buildings 7 & 8)	70	62.1	62.0	-0.1	No
3 Industrial (west of Building 6)	70	56.0	54.5	-1.5	No
4 Residential (east of Building 6)	70	61.6	61.5	-0.1	No
5 Motel (east of Buildings 4 & 5)	70	63.2	63.4	+0.2	No
6 Residential (west of Buildings 4 & 5)	60	56.0	54.5	-1.5	No

ISSUES (AND SUPPORTING INFORMATION SOURCES):			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7 Commercial (west of Building 1)	60	57.0	54.9	-2.1	No	
8 Commercial (east of Building 1)	70	61.8	61.9	+0.1	No	
*Pursuant to Municipal Code Section 7.25.010(B), when the measured ambient noise level exceeds noise limit categories, the allowable noise exposure standard shall be increased in five decibel increments to encompass the ambient noise level.						
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12d. Response:</b> (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions Report and Sycamore Crossing Noise Impact Analysis prepared by MIG, February 2017)</p> <p>As discussed in checklist response 12a, construction activities are exempted pursuant to Section 7.35.020[G] of the Noise Code. Further, the applicant has included an 8 foot to 8.5 foot high solid wall along the property lines that is contiguous to single family residences west of the site, to prevent noise associated with the project site from impacting the single family residences. Therefore, the project will create a <b>less than significant impact</b> related to temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>						
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12e. Response:</b> (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contour, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP)</p> <p>The proposed project is located within an airport land use plan and within the <u>65</u> CNEL airport noise contour area of the March ARB as depicted on Figure N-9 of the Noise Element of the General Plan 2025. General Plan 2025 Policies N-1.5, CCM-11.7, N-2.1, N-2.2, N-2.5, N-3.2 through 3.4, LU-22.3 through 22.5 and Municipal Code regulations, Sections 19.58 and 12.14 restrict noise sensitive development within areas subject to high noise levels (over 65 dB CNEL) and limit the intensity and height of development within aircraft hazard zones. These controls are consistent with the Riverside County Airport Land Use Compatibility Plan (RCALUCP). Further, the project is consistent with both the General Plan 2025 and the RCALUCP.</p> <p>The maximum threshold for the proposed industrial land use is 70 dBA. Because the noise contour level for the project site is found to be a normally acceptable level for the proposed use per Figure N-10 of the Noise Element of the General Plan 2025, impacts related to exposure of people residing or working in an airport land use plan area to excessive noise is considered <b>less than significant</b> directly, indirectly and cumulatively.</p>						
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>12f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</p> <p>Per the GP 2025 Program FPEIR, there are no private airstrips within the City that would expose people working or residing in the City to excessive noise levels. Because the proposed project consists of development anticipated under the General Plan 2025, is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have <b>no impact</b> directly, indirectly or cumulatively.</p>						

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. POPULATION AND HOUSING.</b> Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>13a. Response:</b> <i>(Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP and RTP)</i></p> <p>The project involves the construction of approximately 176,149 square feet of new warehousing and light industrial space that may directly induce population growth through the provision of new employment opportunities within the City, and may involve additional infrastructure that could indirectly induce population growth. The General Plan 2025 land use designation for the project site is Business/Office Park (B/OP). The existing zoning for the project site is BMP-SP – Business and Manufacturing Park Zone - Specific Plan (Sycamore Canyon Business Park) Overlay Zones. The project is consistent with the General Plan Land Use and Zoning Designation and the additional infrastructure is consistent with the General Plan 2025 Program. The General Plan 2025 Final PEIR determined that Citywide, future development anticipated under the General Plan 2025 Typical Growth scenario would not have significant population growth impacts. Because the proposed project is consistent with the General Plan 2025 Typical growth scenario and population growth impacts were previously evaluated in the GP 2025 FPEIR the project does not result in new impacts beyond those previously evaluated in the GP 2025 FPEIR; therefore, the impacts will be <b>less than significant</b> both directly and indirectly.</p>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13b. Response:</b> <i>(Source: CADME Land Use 2003 Layer, site photographs)</i></p> <p>The project does not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is proposed on vacant land that has no existing housing that will be removed or affected by the proposed project. Therefore, there will be <b>no impact</b> on existing housing either directly, indirectly or cumulatively.</p>				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13c. Response:</b> <i>(Source: CADME Land Use 2003 Layer, site photographs)</i></p> <p>The project will not displace people, necessitating the construction of replacement housing elsewhere because the project site is proposed on vacant land that has no existing housing or residents that will be removed or affected by the proposed project. Therefore, this project will <b>have no impact</b> on people, necessitating the need for replacement housing either directly, indirectly or cumulatively.</p>				

<b>14. PUBLIC SERVICES.</b>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>14a. Response:</b> <i>(Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</i></p> <p>There are 14 fire stations strategically placed throughout the City. Fire Station 14 located at 6490 Sycamore Canyon Boulevard approximately 0.80 miles from the project site will serve the site. The RFD's Operations Division responds to more than 30,000 emergency calls annually. The average on-site response to fire calls is six minutes. Delivering and maintaining such a high level of service in the future as the City grows is a major concern to the RFD. The City's Fire Department's goal is to maintain a five-minute response time for the first arriving units 90 percent of the time for all EMS and fire related incidents. As of 2013, the Fire Department arrives within seven minutes of dispatch over 70 percent of the time. The first arriving unit is capable of advancing the first line for fire control, initiating rescue, or providing basic life support for medical incidents. Additionally, the City's Fire Department policy states that units will be located and staffed such that an effective response force of four units with twelve personnel minimum shall be available to all areas of the City within a maximum of ten minutes (total response time). The proposed project will be constructed pursuant to the 2016 California Fire Code as adopted and amended by the City of Riverside.</p> <p>Since the project proposes light industrial, not residential uses, the project site will not be continuously occupied by the maximum number of possible individuals. Therefore, the proposed project will cause an incremental increase in the need for fire protection services which, in and of itself, will not create the need for new or altered fire services. As with all development within the City, the project applicant shall pay applicable development impact fees to support the provision of fire services. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, impacts on the demand for additional fire facilities or services will be <b>less than significant</b>.</p>				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14b. Response:</b> <i>(Source: Riverside Police Department Field Operations Division, General Plan 2025 Figure PS-8 – Neighborhood Policing Centers, Riverside Municipal Code – Section 16.36.010 to 16.36.090)</i></p> <p>The project consists of multi-tenant light industrial and warehousing buildings totaling approximately 176,149 square feet on 10.2-acres. Adequate police facilities and services are provided by the UNET/UCR Station located at 1201 University Avenue to serve this project.</p> <p>As with all development within the City, the project applicant shall pay applicable development impact fees to support the provision of police services. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, there will be <b>no impact</b> on the demand for additional police facilities of services either directly, indirectly or cumulatively.</p>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14c. Response:</b> <i>(Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-3 – AUDS Boundaries, Table 5.13-E – AUDS, Table 5.13-G – Student Generation for RUSD and AUDS By Education Level, and Figure 5.13-4 – Other School District Boundaries edit as necessary)</i></p> <p>The proposed project is within the boundaries of the Moreno Valley Unified School District. Since the project proposes light industrial rather than residential uses, no additional housing will be generated such that the number of school-aged children would increase as a result of the proposed project. The project applicant shall pay school development impact fees, as required pursuant to Senate Bill 50 and California Government Code, Section 65995. Through compliance with Senate Bill 50 and California Government Code, Section 65995, <b>no impact</b> to schools will occur.</p>				

d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14d. Response:</b> <i>(Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)</i></p> <p>The project proposes a light industrial use, rather than a residential use, and will not involve the addition of any housing units that would permanently increase the population. The City’s adopted standard for developed park acreage of 3 acres per 1,000 residents will not be adversely affected. Additionally, the proposed project site is not located in an area of the City identified to have a parkland shortage. Therefore, no significant increase in demand on park uses or recreational facilities will occur. In accordance with the City’s Parks, Recreation, and Community Services-Park Planning Department, the applicant will make payment of all applicable Park Development Impact Fees (local, aquatic, regional/reserve, and trail fees) for privately developed areas. With the payment of applicable development impact fees, the proposed project will have <b>no impact</b> on the demand for additional park facilities or services.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14e. Response:</b> <i>(Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)</i></p> <p>The project consists of a multi-tenant light industrial and warehousing complex. Adequate public facilities and services, including libraries and community centers, are provided in and around the Sycamore Canyon/Canyon Springs Neighborhood to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Park and Recreation and Community Services and Library practices, there will be <b>no impacts</b> on the demand for additional public facilities or services either directly, indirectly or cumulatively.</p>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>15. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15a. Response:</b> <i>(Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)</i></p> <p>The project proposes a light industrial use rather than a residential use and will not involve the addition of any housing units that would permanently increase the population. The City’s adopted standard for developed park acreage of 3 acres per 1,000 residents will not be adversely affected. Additionally, the proposed project site is not located in an area of the City identified to have a parkland shortage. Therefore, no significant increase in demand on park uses or recreational facilities will occur. In accordance with the City’s Parks, Recreation, and Community Services-Park Planning Department, the applicant will make payment of all applicable Park Development Impact Fees (local, aquatic, regional/reserve, and trail fees) for privately developed areas. Since the proposed project does not include any uses that would increase the use of existing neighborhood and regional parks such that substantial physical deterioration of the facilities would occur or be accelerated, this project will have <b>no impact</b> on existing neighborhood and regional parks.</p>				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15b. Response:</b> <i>(Source: Project Plans)</i></p> <p>The project will not include new recreational facilities or require the construction or expansion of recreational facilities. Additionally, the project proposes a light industrial use rather than a residential use and will not involve the addition of any housing units that would permanently increase the population. Therefore, the construction or expansion of recreational facilities in the absence of a population increase is not necessary; there will be <b>no impact</b> directly, indirectly or cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>16. TRANSPORTATION/TRAFFIC.</b> Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16a. Response:</b> <i>(Source: Traffic Impact Analysis prepared by Kunzman Associates July 2017, General Plan 2025 Circulation and Community Mobility Element)</i></p> <p>The project consists of eight light industrial buildings totaling approximately 176,149 square feet. The project site is located on the s northwest corner of Alessandro Boulevard and Old 215 Frontage Road. Access to the project is provided from Alessandro Boulevard, Old 215 Frontage Road, and Cottonwood Avenue. Access from Alessandro Boulevard is provided by a single right-in/right-out driveway. Access from Old 215 Frontage Road is proposed from three new right-in/right-out only driveways and an existing fourth driveway currently aligned with Bay Street to the east will continue to provide full access. Additionally, two new full access driveways will be constructed on Cottonwood Avenue providing access to Buildings 7 and 8 with a third new full access driveway providing access to three landlocked parcels located south of Building 8.</p> <p>Consistent with the City of Riverside’s traffic study guidelines, the 2010 <i>Highway Capacity Manual</i> (HCM 2010) analysis methodologies were used to determine intersection Levels of Service (LOS) for all study area intersections. The study area intersections fall under the jurisdictions of the City of Riverside and City of Moreno Valley. For projects in conformance with the City’s General Plan, a significant project impact occurs at a study intersection when the peak hour LOS falls below LOS D (i.e., to LOS E or F) per Policy CCM-2.3 of the General Plan 2025, which strives to maintain LOS D or better on arterial streets wherever possible. The project is consistent with the existing General Plan Land Use Designation for the project site, as well as other applicable General Plan policies, and as such the Traffic Impact Analysis considers a reduction of peak hour LOS at study intersections below LOS D (i.e., LOS E or F) to be a significant impact. The study area includes the following eight intersections:</p> <ul style="list-style-type: none"> <li>• Project Driveway 1 at Cottonwood Avenue;</li> <li>• Project Driveway 2 at Cottonwood Avenue;</li> <li>• Project Driveway 3 at Cottonwood Avenue;</li> <li>• Old 215 Frontage Road at Project Driveway 4;</li> <li>• Old 215 Frontage Road at Project Driveway 5 / Bay Street;</li> <li>• Old 215 Frontage Road at Project Driveway 6;</li> <li>• Old 215 Frontage Road at Project Driveway 7; and</li> <li>• Project Driveway 8 at Alessandro Boulevard.</li> </ul> <p>The Traffic Study examined traffic operations in the project vicinity under the following 5 scenarios:</p> <ul style="list-style-type: none"> <li>• Existing Plus Project;</li> <li>• Opening Year (2017) Without Project;</li> <li>• Opening Year (2017) With Project;</li> <li>• Cumulative Without Project; and</li> <li>• Cumulative With Project.</li> </ul>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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For each scenario, traffic operations at study intersections are evaluated for the a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 p.m. and 6:00 p.m.

The concept of passenger car equivalents (PCEs) accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. The trip generation for the proposed project is based on rates for Land Use 150 – “Light Warehousing” from the ITE *Trip Generation*, 9<sup>th</sup> Edition. All trip generation rates were converted to passenger vehicle and truck trips using the vehicle mix included in the *Fontana Truck Trip Generation Study*, August 2003. As such, for a light warehousing land use, trucks comprise 18.7 percent of the total trip generation.

As shown in Table 16.A, the project is expected to generate 794 daily total PCE trips, with 65 PCE trips occurring the a.m. peak hour and 71 PCE trips occurring during the p.m. peak hour. Table 16.B summarizes the Existing Plus project scenario. Tables 16.C, and 16.D summarize the delay and LOS at the study area intersections under “existing” and “plus project” conditions for the project completion year and cumulative project completion year scenarios, respectively.

Table 16.A - Project Trip Generation <sup>1</sup>								
Descriptor	Quantity	Units <sup>2</sup>	Type of Vehicle					Total Trucks
			Passenger Car	2 Axle Truck	3 Axle Truck	2 Axle Truck	4+ Axle Truck	
Land Use: Light Warehousing	176.149	TSF	81.3%	4.6%	3.9%	10.2%	18.7%	100%
Trip Generation Rates in trips per TSF								
Daily			2.894	0.164	0.139	0.363	0.666	3.56
Morning Peak Hour			0.244	0.014	0.012	0.031	0.056	0.30
Evening Peak Hour			0.260	0.015	0.013	0.033	0.060	0.32
Trip Generation in Vehicles								
Daily			510	29	24	64	117	627
Morning Peak Hour								
Inbound			34	2	2	4	8	42
Outbound			9	-	-	1	1	10
Total			43	2	2	5	9	52
Evening Peak Hour								
Inbound			11	1	1	1	3	14
Outbound			34	2	2	4	8	42
Total			45	3	3	5	11	56
Passenger Car Equivalent's (PCE'S) Factor <sup>3</sup>			1.00	1.50	2.00	3.00		
Trip Generation in PCE's								
Morning Peak Hour								
Daily			510	44	48	192	284	794
Inbound			34	3	4	12	19	53
Outbound			9	-	-	3	3	12
Total			43	3	4	15	22	65
Evening Peak Hour								
Inbound			11	2	2	3	7	18
Outbound			34	3	4	12	19	53
Total			45	5	6	15	26	71

<sup>1</sup> Source: Traffic Impact Analysis prepared by Kunzman Associates July 2017

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Passenger Car Equivalent factors are recommended by San Bernardino Associated Governments.

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Table 16.B - Existing Plus Project**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS
1 Project Driveway 1 / Cottonwood Ave.	CSS	0.1	A	0.1	A
2 Project Driveway 2 / Cottonwood Ave.	CSS	8.6	A	8.6	A
3 Project Driveway 3 / Cottonwood Ave.	CSS	8.6	A	8.6	A
4 Old 215 Frontage Rd. / Project Driveway 4	CSS	8.8	A	9.1	A
5 Old 215 Frontage Rd. / Project Driveway 5 / Bay Street	CSS	19.2	C	16.9	C
6 Old 215 Frontage Rd. / Project Driveway 6	CSS	8.8	A	9.2	A
7 Old 215 Frontage Rd. / Project Driveway 7	CSS	8.8	A	9.2	A
8 Project Driveway 8 / Alessandro Blvd.	CSS	25.5	D	13.6	B

Source: Traffic Impact Analysis prepared by Kunzman Associates July 2017  
 CSS = Cross Street Stop  
 LOS = Level of Service

**Table 16.C - Opening Year (2017)**

Intersection		Control	Without Project				Plus Project				Significant Impact
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1	Project Driveway 1 / Cottonwood Ave.	CSS	Future Intersection				0.1	A	0.1	A	No
2	Project Driveway 2 / Cottonwood Ave.	CSS	Future Intersection				8.6	A	8.6	A	No
3	Project Driveway 3 / Cottonwood Ave.	CSS	Future Intersection				8.6	A	8.6	A	No
4	Old 215 Frontage Rd. / Project Driveway 4	CSS	Future Intersection				8.8	A	9.2	A	No
5	Old 215 Frontage Rd. / Project Driveway 5 / Bay Street	CSS	17.9	C	16.6	C	19.5	C	17.2	C	No
6	Old 215 Frontage Rd. / Project Driveway 6	CSS	Future Intersection				8.8	A	8.8	A	No
7	Old 215 Frontage Rd. / Project Driveway 7	CSS	Future Intersection				8.8	A	8.8	A	No
8	Project Driveway 8 / Alessandro Blvd.	CSS	Future Intersection				26.3	D	26.3	D	No

Source: Traffic Impact Analysis prepared by Kunzman Associates July 2017  
 CSS = Cross Street Stop  
 LOS = Level of Service

**Table 16.D - Cumulative**

Intersection		Control	Without Project				Plus Project				Significant Impact
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1	Project Driveway 1 / Cottonwood Ave.	CSS	Future Intersection				0.1	A	0.1	A	No
2	Project Driveway 2 / Cottonwood Ave.	CSS	Future Intersection				8.6	A	8.6	A	No
3	Project Driveway 3 / Cottonwood Ave.	CSS	Future Intersection				8.6	A	8.6	A	No
4	Old 215 Frontage Rd. / Project Driveway 4	CSS	Future Intersection				8.8	A	9.2	A	No
5	Old 215 Frontage Rd. / Project Driveway 5 / Bay Street	CSS	18.6	C	17.4	C	20.4	C	18.0	C	No
6	Old 215 Frontage Rd. / Project Driveway 6	CSS	Future Intersection				8.8	A	9.3	A	No
7	Old 215 Frontage Rd. / Project Driveway 7	CSS	Future Intersection				8.8	A	9.3	A	No
8	Project Driveway 8 / Alessandro Blvd.	CSS	Future Intersection				26.6	D	14.1	B	No

Source: Traffic Impact Analysis prepared by Kunzman Associates July 2017  
 CSS = Cross Street Stop  
 LOS = Level of Service

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Table 16B reveals in the “existing” scenario, all study area intersections operate at satisfactory levels of service. Tables 16C and 16.D reveal all study area intersections are projected to operate at satisfactory levels of service under the “with the project” condition for the Project Opening Year (2017) and the Cumulative Year scenarios.</p> <p>The City’s significance criteria are used for all study intersections under the City’s jurisdiction. For projects in conformance with the City’s General Plan, a significant project impact occurs at a study area intersection when the peak hour LOS falls below D (to E or F) for intersections and roadways of Collector or higher classification, in accordance with General Plan Policy CCM-2.3. All study intersections are located on either Alessandro Boulevard, which is designated as a 120-foot Arterial (Scenic Boulevard), Old 215 Frontage Road, which is designated as a 110-foot Arterial, or Cottonwood Avenue, which is designated as a 66 Local Street. Since the proposed project is consistent with the City’s General Plan and LOS D or better will be maintained under the “with the project” for the Project Opening Year (2017) and the Cumulative Year scenarios, operational impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system will be <b>less than significant</b>.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>16b. Response:</b> <i>(Source: 2011 Riverside County Congestion Management Program, Traffic Impact Analysis prepared by Kunzman Associates July 2017, General Plan 2025 Circulation and Community Mobility Element)</i></p> <p>As previously described in question 16a, with the addition of project traffic, all study intersections will continue to operate at LOS D or better. Based on the City of Riverside’s significance thresholds, there are no projected impacts to the study intersections from a decrease in the LOS level.</p> <p>Furthermore, the project site does not include or is located along a state highway or principal arterial within Riverside County’s Congestion Management Program (CMP) (City of Riverside 2007a). The proposed Project is consistent with the Transportation Demand Management/Air Quality components of the Program. <b>A less than significant impact would occur.</b></p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16c. Response:</b> <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</i></p> <p>The proposed project is located in Zone B1 and Accident Potential Zone II of RCALUCP for March ARB and has been to the Airport Land Use Commission (ALUC) for review and approval. The ALUC has conditioned the project to ensure greater compatibility and safety with March ARB. Compliance with these conditions will ensure that the project will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. As such, this project will have a <b>less than significant impact</b> directly, indirectly or cumulatively on air traffic patterns.</p>				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16d. Response:</b> <i>(Source: Project Site Plans and Traffic Impact Analysis prepared by Kunzman Associates July 2017)</i></p> <p><b>Less Than Significant Impact.</b> Vehicle traffic to and from the project site will utilize the existing network of regional and local roadways that serve the project site. Vehicular ingress and egress to the project site will be provided from Alessandro Boulevard, Old 215 Frontage Road, and Cottonwood Avenue. A single right-in/right-out only driveway is proposed on Alessandro Boulevard. Access from Old 215 Frontage Road is proposed from three new right-in/right-out only driveways and an existing fourth driveway will that currently aligns with Bay Street to the east will continue to provide full access. Additionally, two new driveways will be constructed on Cottonwood Avenue providing access to Buildings 7 and 8 with a</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>third new driveway providing access to three landlocked parcels located south of Building 8, each of these driveways will have full access.</p> <p>The proposed project will not introduce any new roadways or introduce a land use that will conflict with existing urban land uses in the surrounding area. Design of the proposed project, including curb cuts, ingress, egress, traffic signage, and other streetscape changes, will be subject to review and approval by the Traffic Engineering Section of the Public Works Department as part of the plan review process. Therefore, the project will have a <b>less than significant impact</b> on increasing hazards through design or incompatible uses either directly, indirectly or cumulatively.</p>				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16e. Response:</b> <i>(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</i></p> <p>Emergency vehicle access to the project site will be provided via four driveways on Old 215 Frontage Road and 3 driveways on Cottonwood Avenue. The driveways range in size from 26 to 41 feet wide. All driveways will allow full access to emergency vehicles. Sufficient space and turning radius for fire trucks will be provided on the project site around the proposed buildings.</p> <p>The proposed project will be constructed pursuant to the 2016 California Fire Code as adopted and amended by the City of Riverside. As part of the plan review process, the City will require the developer to submit a Traffic Management Plan that will provide appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to these measures will reduce potential impacts related to emergency access to <b>less than significant</b> levels.</p>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16f. Response:</b> <i>(Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)</i></p> <p><b>Less Than Significant Impact.</b> The project site is served by a Riverside Transit Agency bus route on Alessandro Boulevard, with the nearest stops located approximately 20 feet to the west of the project site, respectively. The proposed project will not require, permanently or temporarily, the relocation or closure of any RTA or other agency transit stops. Bicycle infrastructure is accommodated by an existing Class 2 bikeway on Alessandro Boulevard that will be slightly reconfigured with the installation of street improvements along the project frontage. The project will also provide bicycle parking facilities in compliance with the California Green Building Code. Pedestrian infrastructure will be served by the installation of parkway-protected sidewalks along Old 215 Frontage Road and Curb Adjacent side walk along Alessandro Boulevard and Cottonwood Avenue, as well as lighted pedestrian pathways throughout the project site. The proposed project as designed is not in conflict with adopted policies, plans or programs supporting alternative transportation. Therefore, the proposed project impacts related to adopted policies, plans or programs supporting alternative transportation are <b>less than significant</b> directly, indirectly and cumulatively.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>17. TRIBAL CULTURAL RESOURCES.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
<b>a.</b> Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>17a.Response: (Source: EIC records, NAHC 2016, Site Visit)</b></p> <p>The results of the EIC records search, SLF search, and site visit indicate that there are no eligible or listed archaeological resources within or near the project area.</p> <p>On November 29, 2016, the City sent project notification letters to nine California Native American tribes that requested consultation pursuant to AB 52. The letter provided a brief description of the proposed Project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded on January 6, 2017.</p> <p>Additionally, on November 29, 2016 the City sent out notification letters to 28 California Native American tribes pursuant to SB 18. The letter provided a brief description of the proposed Project and its location, the lead agency contact information, and a notification that the tribe has 90 days to request consultation. The 90-day response period concluded on February 27, 2017.</p> <p>The Morongo Band of Mission Indians, Pechanga Band of Luiseno Mission Indians and the Soboba Band of Luiseño Indians requested consultation pursuant to AB 52. Consultation with the above mentioned tribes were held in January and February of 2017. Tribes did not identify Tribal Cultural Resources (TCRs) in the project area, but expressed a general concern for unknown/sub-surface cultural resources in the project area that could be affected/discovered during ground disturbing construction activities. Consultation with the above noted Native American Tribes has closed with the implementation of the following mitigation measures to reduce impacts of the project to less than significant.</p> <p><b>Impacts to unknown resources would be less than significant with the implementation of Mitigation Measures CR-1 through 4.</b></p> <p><b><u>Mitigation Measure</u></b></p> <p><b>CR-1</b> Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, Applicant, and interested tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the Applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the project site if the site design and/or proposed grades should be revised.</p> <p><b>CR-2</b> <b>Archaeological and Paleontological Monitoring:</b> At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>3. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:</p> <ul style="list-style-type: none"> <li>a. Project grading and development scheduling;</li> <li>b. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;</li> <li>c. The protocols and stipulations that the Applicant, tribes and project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation;</li> <li>d. Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the project site;</li> <li>e. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure <b>MM-CUL-4</b>.</li> </ul> <p><b>CR-3</b></p> <p><b>Treatment and Disposition of Cultural Resources:</b> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:</p> <ul style="list-style-type: none"> <li>3. <b>Temporary Curation and Storage:</b> During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</li> <li>4. <b>Treatment and Final Disposition:</b> The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ul style="list-style-type: none"> <li>a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</li> <li>b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;</li> <li>c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and.</li> <li>d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of</li> </ul> </li> </ul>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center and interested tribes:</p>					
CR-4	<p><b>Cultural Sensitivity Training:</b> A County of Riverside certified Archaeologist and Native American Monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.</p>				
<p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>17b. Response: (Source: EIC records, NAHC 2016, Site Visit)</b></p> <p>Please see the response to 17a., above. No TCRs or known eligible or listed archaeological resources have been identified on the project site. <b>Impacts to unknown resources would be less than significant with the implementation of Mitigation Measures CR-1 through 4.</b></p>					

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. UTILITIES AND SYSTEM SERVICES.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18a. Response:</b> <i>(Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR)</i></p> <p>The project is within the boundaries of the Santa Ana Regional Water Quality Control Board (RWQCB) and subject to the Riverside County Drainage Area Management Plan. The proposed project will connect to existing wastewater collection and conveyance facilities owned and operated by the City via sewer laterals from the project site, and wastewater from the project site and vicinity will be transported to the Riverside Regional Water Quality Control Plant. If an existing sewer lateral will be utilized, video inspection prior to connection will be required in accordance with the City’s Municipal Separate Sewer Permit (MS4) as part of the City’s Development Review Process through the Public Works Department.</p> <p>All new development is required to comply with all provisions of the NPDES program and the City’s Municipal Separate Sewer Permit (MS4), as enforced by the Regional Water Quality Control Board (RWQCB). Therefore, the proposed project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system within the City. Because the proposed project is required to adhere to the above regulations related to wastewater treatment the project will have a <b>less than significant</b> impact.</p>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>18b. Response:</b> <i>Source: Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), Table 5.16-I - Current and Projected Water Use WMWD, Table 5.16-J - General Plan Projected Water Demand for WMWD Including Water Reliability 2025, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.)</i></p> <p>The project will not result in the construction of new or expanded water or wastewater treatment facilities. The project is consistent with the Typical Growth Scenario of the General Plan 2025 where future water and wastewater generation was determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I, 5.16-J and 5.16-K of the General Plan 2025 Final PEIR). Therefore, the project will have <b>no impact</b> resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18c. Response:</b> <i>(Source: FPEIR Figure 5.16-2 - Drainage Facilities, Water Quality Management Plan prepared by Tory R. Walker Engineering, Inc., April 11, 2017)</i></p> <p>The proposed project will result in an increase of impervious surface areas. The 8.17 acre increase in impervious surface area will generate increased storm water flows with potential to impact drainage facilities and require the provision of additional facilities. However, the Subdivision Code (Title 18, Section 18.48.020) requires drainage fees to be paid to the City for new construction. Fees are transferred into a drainage facilities fund that is maintained by Riverside County Flood Control and Water Conservation District. This Section also complies with the California Government Code (section 66483), which provides for the payment of fees for construction of drainage facilities. Fees are required to be paid as part of the conditions of approval/waiver for filing of a final map or parcel map.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>General Plan 2025 Policies PF 4.1 and PF 4.3 require the City to continue to routinely monitor its storm drain system and to fund and improve those systems as identified in the City's Capital Improvement plan. Implementation of these policies will ensure that the City is adequately served by drainage systems. The General Plan 2025 also includes policies and programs that will minimize the environmental effects of the development of such facilities. Therefore, the project will have <b>less than significant on existing</b> storm water drainage facilities that would not require the expansion of existing facilities directly, indirectly or cumulatively.</p>				
<p>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18d. Response:</b> (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025)</p> <p>The City's Urban Water Management Plan must be updated every five years to include the most recent population trends. Similarly, the City must consult with the Western Municipal Water District regarding development projects exceeding the thresholds noted in the CEQA Guidelines Section 15155 to ensure that sufficient water supplies are available and this review took place. A will serve letter has been provided for the project site by the Western Municipal Water District. The site is within close proximity to existing water connections that are adequately sized to serve the site. Therefore, this project was found to have a <b>less than significant impact</b> on water supplies either directly, indirectly or cumulatively, after consultation with the Western Municipal Water District analysis water supply assessment.</p>				
<p>e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>18e. Response:</b> (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, and Wastewater Integrated Master Plan and Certified EIR)</p> <p>The project will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). The project is consistent with the General Plan 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the General Plan 2025 Final PEIR). Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. Therefore, <b>no impact</b> to wastewater treatment directly, indirectly or cumulatively will occur.</p>				
<p>f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>18f. Response:</b> (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)</p> <p>The project is consistent with the General Plan 2025 Typical Build-out Project level where future landfill capacity was determined to be adequate (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, <b>no impact</b> to landfill capacity will occur directly, indirectly or cumulatively.</p>				
<p>g. Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>18g. Response:</b> (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed project must comply with the City's waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, <b>no impacts</b> related to solid waste statutes will occur directly, indirectly or cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>19. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>19a. Response:</b> <i>(Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, and Habitat Assessment prepared by Chambers Group in June 2006 and supplemented November 2015), FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D, Title 20 of the Riverside Municipal Code)</i></p> <p>As discussed in the Biological Resources Section of this Initial Study, potential impacts related to habitat of fish or wildlife species were all found to be <b>less than significant with mitigation</b>. The vacant project site is located within an urban built-up area and is generally surrounded by existing development. General plan 2025 Figure 5.4-8 and the MSHCP identify the project site as potential habitat for burrowing owls. While the Burrowing Owl Survey prepared in October 2016 indicated no Burrowing Owls or Burrows were identified on-site, a pre-construction survey is required.</p> <p>As previously identified a tributary to the Sycamore Canyon Creek bisects the northern portion of the project site and flows from east to west along the southern side of buildings 7 and 8 (APN 263-080-017, and 263-080-027). A jurisdictional delineation was prepared for the project by Gonzales Consulting July 2016. The study assessed federal jurisdictional impacts, CDFW jurisdictional impacts and Section 6.1.2 impacts (Riverine and Riparian/Vernal Pools and Fairy Shrimp), as proposed the project has no impacts and has been designed to avoid the Sycamore Canyon Creek tributary.</p> <p>Additionally, potential impacts to cultural, archaeological and paleontological resources related to major periods of California and the City of Riverside’s history or prehistory were discussed in the Cultural Resources Section of this Initial Study, and were found to be <b>less than significant with mitigation</b>.</p>				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>19b. Response:</b> <i>(Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</i></p> <p>The proposed project has either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental issues pursuant to CEQA. Due to the limited scope of direct physical impacts to the environment associated with the proposed project, the project’s impacts are primarily project-specific in nature. In addition, since the project is consistent with the General Plan 2025, no new cumulative impacts are anticipated and therefore cumulative impacts of the proposed project beyond those previously considered in the GP 2025 FPEIR are <b>less than significant</b>.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>19c. Response:</b> <i>(Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program; Air Quality Analysis prepared by LSA Associates in February 2015 [Appendix B]; Noise Impact Analysis prepared by LSA Associates in February 2015 [Appendix D])</i></p> <p>Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology &amp; water quality, noise, population and housing, public facilities, hazards and hazardous materials, recreation, and transportation traffic sections of this initial study. Project impacts related to air quality are potentially significant; however, as discussed in Sections 3 and 12 of this initial study, and pursuant to the professional recommendations set forth in Technical Appendices B (Air Quality) and D (Noise), these impacts can be mitigated to a less than significant level. Based on the analysis and conclusions in this initial study, the project, with mitigation, will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are <b>less than significant with mitigation</b>.</p>				

**Note:** Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151, Public Resources Code; Sundstrom v. County of Mendocino, 202 Cal.App.3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal.App.3d 1337 (1990)



### *Recommended Mitigation, Monitoring and Reporting Program*

<b>Impact Category</b>	<b>Mitigation Measures</b>	<b>Implementation Timing</b>	<b>Responsible Monitoring Party<sup>1</sup></b>	<b>Monitoring/Reporting Method</b>
<b>Air Quality</b>	AQ-1: Prior to the issuance of Occupancy Permits, tenant shall provide documentation that forklifts to be utilized for site operations are electric-powered.	Prior to issuance of Occupancy Permit	Planning Division	Tenant shall submit documentation identifying the sole use of electric forklifts on-site.
<b>Biological Resources</b>	<p>BIO - 1: A 30-day pre-construction survey is recommended. If non-nesting burrowing owls are found on-site then they should be <i>passively relocated</i>. Once the burrowing owl has left a burrow then the burrow should be excavated carefully by hand to be sure that it is empty. This will prevent re-use during construction.</p> <p>If an occupied burrowing owl burrow is found during the breeding season then <i>active relocation</i> is required utilizing the techniques provided by the California Department of Fish and Wildlife and the Burrowing Owl Consortium. Active relocation is described in detail within Appendix D. Generally, this involves trapping all burrowing owls on-site and relocating them to artificial burrows located off-site in a protected area. This process is completed manually and requires biological monitoring of relocated owls through one breeding season to be sure that they have established themselves successfully at the relocation site.</p>	Prior to Grading Permit	Planning Division and Public Works Department.	A Preconstruction survey shall be submitted to the City Planning Division no greater than 30 day prior to the commencement of grading activities.
<b>Cultural Resources</b>	CR-1: Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, Applicant, and interested tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the Applicant shall make all attempts to avoid	Prior to Grading Permit	Planning Division and Public Works Department.	The Applicant shall notify the City of any changes to the project site design and/or proposed grades.

<sup>1</sup> All agencies are City of Riverside Departments/Divisions unless otherwise noted.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	and/or preserve in place as many cultural and paleontological resources as possible that are located on the project site if the site design and/or proposed grades should be revised.			
<b>Cultural Resources</b>	<p>CR-2: Archaeological and Paleontological Monitoring: At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>1. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:</p> <ul style="list-style-type: none"> <li>a. Project grading and development scheduling;</li> <li>b. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;</li> <li>c. The protocols and stipulations that the Applicant, tribes and project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation;</li> </ul>	Prior to Grading Permit	Planning Division and Public Works Department.	Submission of an Archaeological Monitoring Plan

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<ul style="list-style-type: none"> <li>d. Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the project site;</li> <li>e. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure MM-CUL-4.</li> </ul>			
<b>Cultural Resources</b>	<p>CR-3: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> <li>1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</li> <li>2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ul style="list-style-type: none"> <li>a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</li> <li>b. A curation agreement with an appropriate qualified repository within Riverside</li> </ul> </li> </ol>	During Construction	Planning Division.	Submission of a Phase IV Monitoring Report

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;</p> <p>c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and.</p> <p>d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center and interested tribes:</p>			

<b>Impact Category</b>	<b>Mitigation Measures</b>	<b>Implementation Timing</b>	<b>Responsible Monitoring Party<sup>1</sup></b>	<b>Monitoring/Reporting Method</b>
<b>Cultural Resources</b>	CR-4: Cultural Sensitivity Training: A County of Riverside certified Archaeologist and Native American Monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.	Prior to Grading Permit	Planning Division, Building and Safety Division and Public Works Department.	Submission of a Phase IV Monitoring Report
<b>Hazards and Hazardous Materials</b>	HAZ-1: A Soils Management Plan shall be prepared for the project site prior to the issuance of grading permits that addresses the potential discovery of contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, asbestos containing materials, and stained or odorous soil. The Plan will detail the removal and disposal of the hazardous material. Once the hazardous material is removed, a final report will be submitted to the City indicating that the site no longer contains hazardous material.	Prior to Grading Permit	Fire Department	Submission of a Soils Management Plan.

## **GRADING EXCEPTION**

### **REQUIRED FINDINGS**

*Will the strict application of this title result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of Title 17 of the Riverside Municipal Code?*

- 1) Yes. The approximately 3.7 acre property is bounded by public streets along the northerly and easterly sides (Cottonwood Avenue and Old 215 Frontage Road, respectively), Interstate 215 on the westerly side and an existing natural drainage course along the southerly side. The site is further constrained by three, small, adjacent parcels developed with two residential dwellings that are under separate ownership.
  - a. Establishing appropriate building pad and parking lot elevations is very restricted, due to presence of the adjacent public streets and the necessity to provide functional vehicular access to the site. Site development is further complicated by the depth and meandering alignment of the drainage course, compounded by the presence of two dwelling units on adjacent properties. As a result, the project site cannot be developed without incorporating retaining walls along segments of the southerly project boundary and along a portion of the project interface with the not-a-part parcels.
  - b. Eliminating or reducing the height of proposed retaining walls would require extensive use of 2:1 graded slopes, which would encumber a significant portion of the site, further restricting building size, location and onsite circulation.

*Are there exceptional circumstances or conditions applicable to the property involved or to the intended use or development of the property that do not apply generally to other properties in the same zone or neighborhood?*

- 2) Yes. Vertical adjustment of the site is significantly constrained because it is bounded on three sides by public streets and a highway, with the remaining boundary abutting a natural drainage course and three, small, adjacent parcels.
  - a. The site must be developed at elevations that can accommodate ingress and egress of passenger vehicles and truck traffic from the public streets. Further lowering of the site could also require constructing retaining walls or cut slopes along the interstate highway Right-of-Way. The existing drainage course meanders along the southerly boundary of the site. Retaining walls are required at intermittent locations along the drainage course to avoid any encroachment of improvements and/or fill slopes into jurisdictional areas. An additional retaining wall is required along a portion of the adjacent parcels to avoid any encroachment onto private property under separate ownership.

*Will the granting of a waiver be materially detrimental to the public welfare or injurious to the property or improvements in the same neighborhood in which the property is located?*

- 3) **No. The granting of the waiver will allow the parcels to develop in a manner that is consistent with the surrounding developments and in accordance with the Sycamore Canyon Business Park Specific Plan.**
  - a. **The limits and heights of proposed retaining walls have been reduced to the maximum extent practicable, with specific effort in areas that may be open to public view.**
  - b. **The proposed grading design will not result in obstruction of views from the adjacent properties or public rights-of-way, nor will the design result in adverse effects to surface drainage in the area.**



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



January 23, 2017

**CHAIR**

Simon Housman  
Rancho Mirage

Mr. Sean Kelleher, Project Planner  
City of Riverside Community & Economic Development Department  
3900 Main Street, Third Floor  
Riverside CA 92522

**VICE CHAIRMAN**

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Riverside

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County Administrative Center  
4080 Lemon St., 14th Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1220MA16

Related File No.: P15-1035 (Tentative Parcel Map), P16-0556 (Specific Plan Amendment), P16-0557 (Design Review)

APNs: 263-090-036, 263-100-021, 263-091-014, 263-240-050, 263-080-025, 263-080-027

Dear Mr. Kelleher:

On January 12, 2017, the Riverside County Airport Land Use Commission (ALUC) found City of Riverside Case No. P16-0556 (Specific Plan Amendment), a proposal to amend the Sycamore Canyon Business Park Specific Plan land use designation of the above-referenced parcels (10.4 acres) located westerly of Old 215 Frontage Road, northerly of Alessandro Boulevard, southerly of Cottonwood Avenue, and easterly of Interstate 215 from Retail Business Office and Industrial Support to Industrial, and to incorporate development standards for these lots in the Specific Plan, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

On January 12, 2017, the Riverside County Airport Land Use Commission (ALUC) found City of Riverside Case No. P16-0557 (Design Review), a proposal to develop eight industrial (predominantly warehouse) buildings ranging from 12,015 to 35,661 square feet in gross floor area, with a cumulative total of 178,710 square feet, on the above-referenced 10.4 acres, and City of Riverside Case No. P15-1035 (Tentative Parcel Map No. 36981), a proposal to divide 6.5 acres located along the westerly side of Old 215 Frontage Road into six lots so that Buildings 1 through 6 will each be located on a separate lot (Buildings 7 and 8 are already on separate lots), **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) 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

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) 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.
  - (c) 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
  - (f) Any residential use or overnight accommodations.
- 3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
  - 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.
  - 5. Any proposed detention basins on the site (including ware quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. In light of rising groundwater levels in the Perris North sub-basin, stormwater detention basins may need to be oversized. Specific design for uncovered basins and landscaping plans for the basin areas shall be subject to review by March Air Reserve Base. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
  - 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
  - 7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.



## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

8. Occupancy of these structures shall be limited as follows:

Building 1A	30
Building 2A+3A	35 total
Building 4A+5A	38 total
Building 6A	30
Building 7A	33
Building 8A	42

9. This project has been evaluated for 14,000 square feet of office area and 164,710 square feet of warehouse area. Any increase in building area or change in use will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
10. Uses in Building 8 shall not provide on-site services to the public.
11. Trees that will bear mast or grow to an adequate size for roosting shall not be planted.
12. The owner, applicant, and any successors-in-interest shall comply with the requirements of the Department of the Air Force letter dated December 6, 2016.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

PR/JG

Attachment: Notice of Airport in Vicinity

cc: Rev Wheel LLC (applicant/payee/property owner)  
SDH & Associates, Inc. (Attn.: Rob Van Zanten) (representative)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Denise Hauser, March Air Reserve Base  
ALUC Case File

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From the Building 3 Site looking south across the Building 1 and 2 Sites.



From the Building 3 Site at Old 215 Frontage Road looking northwest across the Building 4, 5, and 6 Sites.



From the Building 6 Site looking south across the Building 1, 2, 3, 4, and 5 Sites.



From the Building 5 Site looking north across the Building 6 Site.





From the Building 5 Site looking southwest.



From the intersection of Old 215 Frontage Road and Cottonwood Avenue looking southwest across the Building 7 Site.



From Cottonwood Avenue looking south at the driveway access to the existing single-family residences located between the Building 7 and 8 Sites.



From Cottonwood Avenue looking southeast across the Building 8 Site.