



City of Arts & Innovation

# COMMUNITY DEVELOPMENT DEPARTMENT Planning Division

## Draft Negative Declaration

AGENDA ITEM NO.:

WARD: 5

1. **Case Number:** P13-0247, P13-0248, P13-0249, P13-0251 and P13-0252
2. **Project Title:** Rudicill Street Multiple-Family Residential Project
3. **Hearing Date:** April 3, 2014
4. **Lead Agency:** City of Riverside  
Community Development Department  
Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522
5. **Contact Person:** Gustavo Gonzalez, AICP, Associate Planner  
**Phone Number:** (951) 826-5277
6. **Project Location:** 9565 Rudicill Street, situated on the northwest corner of Van Buren Boulevard and Rudicill Street
7. **Project Applicant/Project Sponsor's Name and Address:**

Property Owner  
Riverside County  
Transportation Commission  
4080 Lemon Street, Third Floor  
Riverside, CA 92501

Applicant  
Steve Berzansky  
Steven Walker Communities  
7111 Indiana Ave., Suite 300  
Riverside, CA 92504

Engineer  
Andrew Walcker  
IW Consulting Engineers, Inc.  
3544 University Ave.  
Riverside, CA 92501

8. **General Plan Designation:** B/OP – Business/Office Park
9. **Existing Zoning:** BMP-SP – Business and Manufacturing Park and Specific Plan (Citrus Business Park) Overlay
10. **Description of Project:**

The project involves the establishment of a 102-unit multiple family residential development, including common and private amenities and covered and uncovered surface parking, located on four contiguous parcels totaling approximately 4.05 acres of vacant land. To implement the project as proposed, the applicant has submitted the following applications:

- General Plan Amendment to amend the land use designation of the project site from B/OP – Business/Office Park to VHDR – Very High Density Residential;

- Specific Plan Amendment to remove approximately 2.6 acres of the larger 4.05-acre project site from the Citrus Business Park Specific Plan (CBPSP);
- Amendment to Title 19 of the Riverside Municipal Code (Zoning Code) to rezone the project site from BMP-SP – Business and Manufacturing Park and Specific Plan (Citrus Business Park) Overlay Zones to R-4 – Multiple-Family Residential Zone; and
- Site Plan Review and Design Review of the plot plan and building elevations related to the construction of the multiple-family residential development.

The project site is currently located at the north-westernmost area of the Citrus Business Park Specific Plan (CBPSP). The CBPSP was originally adopted in 2010. The purpose and intent of the CBPSP is to facilitate the development of a multi-tenant and multi-owner industrial business park area, including the repurposing of a 49-acre industrial site previously dominated by a single user (Fleetwood Enterprises). The project site is the only area within the CBPSP that is located northerly of an established 256-unit multiple-family residential development along Van Buren Boulevard. The project, as proposed, would continue the development pattern of multiple-family residential uses along Van Buren Boulevard. Further, while the areas westerly of the established multiple-family residential development are within the CBPSP and contain industrial uses, the project, as proposed, would preclude additional industrial uses from establishing to the north of the multiple-family residential development. The project proposes to establish 102 units on approximately 4.05 acres, yielding a density of approximately 25.2 dwelling unit per acre (du/ac). The proposed VHDR General Plan land use designation and R-4 Zone allows a maximum density of 40 du/ac.

Primary vehicular access to the project site is proposed to be provided via an ingress and egress, 24-foot wide driveway located along Rudicill Street. Secondary vehicular access is proposed to be provided via an ingress and egress 16-foot wide driveway located at the terminus of Myers Street on the westerly side of the project site. The submitted site plan indicates a primary three-story, 67-unit residential building with a leasing office, clubhouse and fitness center arranged around a central courtyard with an outdoor recreation area and pool, located along Rudicill Street. A secondary three-story, 27-unit residential building is also proposed along Rudicill Street. Additionally, four “carriage house” buildings with two units each (total of eight units) and “tuck-under” garages are proposed along the northerly property line. Internal circulation is proposed via 24-foot wide drive aisles, providing access to the “carriage unit” garages, detached carports and parking stalls.

The proposed architectural style can best be described as “Urban Californian”, which takes elements of early California Architecture with modern forms consistent with more urban themes. The submitted building elevations depict a varying roofline with pitched roofs and tower elements, exposed rafters, hardie-board siding, metal detailing, stone veneer, and a blending of earth-tone color selections.

As proposed, the project meets all of the applicable development standards with the exception of four standards. As such, the applicant is requesting the following variances:

- To allow a 15-foot, fully landscape front yard setback along Van Buren Boulevard, where the Code requires a 35-foot fully landscape front yard setback for multiple-family residential developments along arterial street 88-feet or greater.
- To allow carport structures to be located further than the front-most wall of the proposed residential buildings where the Code requires accessory structures to be located no closer to the front property line than the front-most wall of residential buildings, or 50 feet, whichever distance is greater.
- To allow more than six garages to be grouped together where the Code requires no more than six garages to be grouped with a minimum of two uncovered spaces between groupings.

- To allow a minimum five-foot side yard setback for the “carriage unit” buildings where the Code requires a minimum of seven feet for residential buildings.

**11. Surrounding land uses and setting: Briefly describe the project’s surroundings:**

	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
<b>Project Site</b>	Vacant	B/OP – Business/Office Park	BMP-SP – Business and Manufacturing Park and Specific Plan (Citrus Business Park) Overlay Zones
<b>North</b> (Across Railroad Tracks)	Vacant	B/OP – Business/Office Park	BMP-SP – Business and Manufacturing Park and Specific Plan (Citrus Business Park) Overlay Zones
<b>East</b> (Across Van Buren Blvd)	Heavy Industrial	I-Industrial	I-Industrial
<b>South</b>	Multiple-Family Residential	HDR – High Density Residential	R-3-1500 – Multiple-Family Residential
<b>West</b>	Industrial	B/OP – Business/Office Park	BMP-SP – Business and Manufacturing Park and Specific Plan (Citrus Business Park) Overlay Zones

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

None

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

- General Plan 2025
- GP 2025 FPEIR
- Citrus Business Park Specific Plan
- Air Quality Analysis, Health Risk and Greenhouse Gas Assessment prepared by LSA, dated September 2013
- Burrowing Owl Habitat Suitability prepared by LSA, dated June 12, 2013
- Historical/Archaeological Resources Survey prepared by CRM Tech, dated January 21, 2014
- Noise Impact Analysis prepared by LSA, dated September 2013
- Soil Analysis prepared by John R. Byerly Inc., dated June 24 2013
- Traffic Impact Analysis prepared by LSA, dated January 13, 2014
- Water Quality Management Plan prepared by IW Consulting Engineers, Inc., dated December 13, 2013

**14. Acronyms**

- AICUZ - Air Installation Compatible Use Zone Study
- AQMP - Air Quality Management Plan
- AUSD - Alvord Unified School District
- CEQA - California Environmental Quality Act
- CMP - Congestion Management Plan
- EIR - Environmental Impact Report
- EMWD - Eastern Municipal Water District
- EOP - Emergency Operations Plan
- FEMA - Federal Emergency Management Agency

FPEIR -	GP 2025 Final Programmatic Environmental Impact Report
GIS -	Geographic Information System
GhG -	Green House Gas
GP 2025 -	General Plan 2025
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
MARB/MIP -	March Air Reserve Base/March Inland Port
MJPA-JLUS -	March Joint Powers Authority - Joint Land Use Study
MSHCP -	Multiple-Species Habitat Conservation Plan
MVUSD -	Moreno Valley Unified School District
NCCP -	Natural Communities Conservation Plan
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
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
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
SWPPP -	Storm Water Pollution Prevention Plan
USGS -	United States Geologic Survey
WMWD -	Western Municipal Water District
WQMP -	Water Quality Management Plan

**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"/> 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 \_\_\_\_\_

Printed Name & Title \_\_\_\_\_

For City of Riverside



City of Arts & Innovation

# COMMUNITY DEVELOPMENT DEPARTMENT

## Planning Division

### 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.

DRAFT

<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>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> (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)</p> <p>There are no defined scenic vista potentially be impacted as a result of this project. The proposed 102-unit multiple family residential development is generally consistent with applicable development standards of the proposed R-4 Zone. Where variances are proposed, they can be supported based on the findings contained in the case record. The aesthetic view of the proposed built environment will be consistent, or conditioned to be consistent, with the <i>Citywide Design Guidelines</i>, therefore the project will not have an adverse effect on a scenic vista and impacts are <b>less than significant</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> (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)</p> <p>The General Plan 2025 designates several roadways as Scenic Boulevards and Parkways in order to protect scenic resources and enhance the visual character of Riverside. The proposed project will be constructed along the Van Buren Boulevard frontage, which is designated as a Scenic Boulevard within the Circulation and Community Mobility Element of the General Plan 2025, Figure CCM-4 – Master Plan of Roadways. The Project plans have been designed to comply with the design policies contained in the Citywide Design and Sign Guidelines, and are consistent and compatible with the existing development of the surrounding area. The aesthetic view of the proposed built environment will be consistent, or conditioned to be consistent, with the <i>Citywide Design Guidelines</i>, therefore the project will not have an adverse effect on a scenic vista and impacts are <b>less than significant</b>.</p>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>1c. Response:</b> (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines, and Riverwalk Vista Specific Plan)</p> <p>The proposed project consists of a General Plan Amendment, Specific Plan Amendment and Rezoning to apply the proper land use designations for the proposed project. Further, the Project consists of Design Review of plot plans and building elevations to ensure the project is consistent with the <i>Citywide Design and Sign Guidelines</i>. Further, the project site is the only area within the CBPSP that is located northerly of an established 256-unit multiple-family residential development along Van Buren Boulevard. The project, as proposed, would continue the development pattern of multiple-family residential uses along Van Buren Boulevard. While the areas westerly of the established multiple-family residential development are within the CBPSP and contain industrial uses, the project as proposed, would preclude additional industrial uses from establishing to the north of the multiple-family residential development. As such, the proposed use will be compatible with the surrounding area. Therefore, it will not degrade the existing visual character of the area and <b>no impact</b> directly, indirectly or cumulatively to the visual character or quality of the Planning Area will occur.</p>				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1d. Response:</b> (Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines, Riverwalk Vista Specific Plan)</p> <p>The proposed 102-unit multiple-family residential development will involve the introduction of new lighting typically associated with residential development. This lighting would be similar to that which exists in the surrounding area and would not be considered significant. Additionally, the site is not within the Mount Palomar Lighting Area. The impact is <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
<b>2. AGRICULTURE AND FOREST RESOURCES:</b>				
<p>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:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability &amp; General Plan 2025 FPEIR – Appendix I – Designated Farmland Table)</b></p>				
<p>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 not designated as, and is not adjacent to or in proximity to any 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 <b>no impact</b> directly, indirectly or cumulatively to agricultural uses.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2b. Response: (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)</b></p>				
<p>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. Therefore, the project will have <b>no impact</b> directly, indirectly or cumulatively.</p>				
<p>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))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2c. Response: (Source: GIS Map – Forest Data)</b></p>				
<p>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.</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>
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"/>
<p><b>2d. Response:</b> (Source: GIS Map – Forest Data)  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.</p>				
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"/>
<p><b>2e. Response:</b> (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR – Appendix I – Designated Farmland Table, Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data)  The project is located in an urbanized area of the City in an existing infill development. Additionally, the site is identified as urban/built out land and therefore 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.</p>				
<p><b>3. AIR QUALITY.</b></p>				
<p>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:</p>				
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> (Source: South Coast Air Quality Management District’s 2007 Air Quality Management Plan (AQMP))  Projects that are consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG’s modeling section to forecast travel demand and air quality for planning activities such as the Regional Transportation Plan (RTP), the SCAQMD’s AQMP, Regional Transportation Improvement Program (TRIP), and the Regional Housing Plan. This project is consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) that are consistent with the General Plan 2025 “Typical Growth Scenario.” Since the project is consistent with the General Plan 2025, it is also consistent with the AQMP. The project will have a <b>less than significant impact</b> directly, indirectly and cumulatively to the implementation of an air quality plan.</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"/>

**ISSUES (AND SUPPORTING INFORMATION SOURCES):**

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**3b. Response:** (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District’s 2007 AQMP, Air Quality Analysis, Health Risk and Greenhouse Gas Assessment prepared by LSA, dated September 2013)

Per General Plan 2025 FPEIR MM Air 1 and 7, a SCAQMD CalEEMod computer model analyzed both short-term construction related and long-term operational impacts. The results of the CalEEMod model determined that the proposed project would result in the following emission levels:

CalEEMod MODEL RESULTS SHORT-TERM IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
SCAQMD Daily Thresholds Construction	75	100	550	150	150	55
Daily Project - Emissions Construction	22	60	46	0.051	11	11
Exceeds Y/N Threshold?	N	N	N	N	N	N

CalEEMod MODEL RESULTS LONG-TERM IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
SCAQMD Daily Thresholds Operation	55	55	550	150	150	55
Daily Project - Emissions Operational	15	9.8	46	0.075	5.2	1.5
Exceeds Y/N Threshold?	N	N	N	N	N	N

The above tables compare the project emissions (short-term and long-term) to the SCAQMD daily thresholds and shows that established thresholds will not be exceeded. To ensure short term emissions are further reduced the General Plan 2025 Program required mitigation measures that have been applied to this project, MM AIR 1 – 2. 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 with mitigation** to ambient air quality and to contributing to an existing air quality violation.

**MM Air 1:** To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to eliminate the need for diesel powered generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.

**MM Air 2:** To reduce construction related particulate matter air quality impacts of projects the following measures shall be required:

<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>
<ol style="list-style-type: none"> <li>1. the generation of dust and fugitive dust shall be controlled as required by SCAQMD Rule 403;</li> <li>2. grading activities shall cease during period of high winds (greater than 25mph);</li> <li>3. trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and</li> <li>4. the contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approval traffic control plan.</li> </ol>				
<p>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 quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<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 2007 Air Quality Management Plan, URBEMIS 2007 Model or CalEEMod 2007 Model, EMFAC 2007 Model, Air Quality Analysis, Health Risk and Greenhouse Gas Assessment prepared by LSA, dated September 2013)</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. 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. While the projects proposes to change the overall land use of the site from industrial to residential, the project would be considered generally consistent with the General Plan 2025 Program given that residential land uses are considered to have a lower land use intensity than industrial uses. 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>				
<p>d. Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 2007 Air Quality Management Plan, URBEMIS 2007 or CalEEMod, EMFAC 2007 Model, Air Quality Analysis, Health Risk and Greenhouse Gas Assessment prepared by LSA, dated September 2013)</i></p> <p>The Air Quality Analysis, Health Risk and Greenhouse Gas Assessment prepared for this project analyzed short-term construction and long-term operational related impacts of the project and determined that the proposed project would not exceed SCAQMD thresholds for short-term construction and long-term operational impacts. Therefore, the project will not expose sensitive receptors to substantial pollutant concentrations and a <b>less than significant impact</b> will occur directly, indirectly or cumulatively for this project.</p>				
<p>e. Create objectionable odors affecting a substantial number of people?</p>	<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>3e. Response:</b> (Source: <i>Health Risk and Greenhouse Gas Assessment prepared by LSA, dated September 2013</i>)</p> <p>While exact quantification of objectionable odors cannot be determined due to the subjective nature of what is considered “objectionable,” the nature of the proposed project, associated infrastructure and related off-site improvements present a potential for the generation of objectionable odors associated with construction activities. The operation of the residential use is not typically associated with the generation of objectionable odors. However, the construction activities associated with the expected build out of the project site will generate airborne odors like diesel exhaust emissions, architectural coating applications, and on- and off-site improvement installations. However, said emissions would occur only during daylight hours, be short-term in duration, and would be isolated to the immediate vicinity of the construction site. Therefore, they would not expose a substantial number of people to objectionable odors on a permanent basis. Therefore, the project will not cause objectionable odors affecting a substantial number of people and a <b>less than significant impact</b> directly, indirectly and cumulatively will occur.</p>				
<p><b>4. BIOLOGICAL RESOURCES.</b></p>				
<p>Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4a. Response:</b> (Source: <i>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, Burrowing Owl Habitat Suitability prepared by LSA, dated June 12, 2013</i>)</p> <p>A habitat assessment prepared by a qualified biologist was prepared for the project. The findings of the habitat assessment determined that the project is in compliance with the MSHCP, and shows that, no candidate, sensitive, species of concern, or special status species or suitable habitat for such species occurs on site and no additional surveys or mitigation measures are required. Therefore, the project has a <b>less than significant impact</b> directly, indirectly and cumulatively to these resources.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4b. Response:</b> (Source: <i>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 Habitat Suitability prepared by LSA, dated June 12, 2013</i>)</p> <p>As required under the MSHCP, a habitat assessment prepared by a qualified biologist was prepared for the project. The habitat assessment finds the proposed project complies with Section 6.1.2 of the MSHCP, which outlines the requirements and protection of riparian/riverine areas and vernal pools within the plan area. Through compliance with MSHCP Section 6.1.2 and other applicable requirements, impacts to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services are found to have a <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
<p>c. Have a substantial adverse effect on federally protected</p>	<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
wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
<p><b>4c. Response:</b> (Source: City of Riverside GIS/CADME USGS Quad Map Layer, Burrowing Owl Habitat Suitability prepared by LSA, dated June 12, 2013)</p>				
<p>The project is located within an urbanized area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on site or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include USACOE jurisdictional drainages or wetlands. Therefore, the proposed project would have <b>no impact</b> to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly and cumulatively.</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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4d. Response:</b> (Source: MSHCP, General Plan 2025 – Figure OS-7 – MSHCP Cores, Burrowing Owl Habitat Suitability prepared by LSA, dated June 12, 2013)</p>				
<p>The project site is not located within any MSHCP Criteria Cells, Cores, or Linkages. Further, the project site is significantly degraded and does not facilitate the movement of any native resident or migratory fish or wildlife species. The project site is not used as a migratory wildlife corridor, nor does it qualify for use as a native wildlife nursery site. The project will result in <b>no impact</b> directly, indirectly and cumulatively to 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.</p>				
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> (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, Burrowing Owl Habitat Suitability prepared by LSA, dated June 12, 2013)</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. 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. The specifications in the Manual are based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute. Any future project will be in compliance with the Tree Policy Manual when planting a tree within a City right-of-way, and therefore, impacts will be <b>less than significant</b>.</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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4f. Response:</b> (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 Habitat Suitability prepared by LSA, dated June 12, 2013)</p>				
<p>The project site is located within an urbanized area and will not impact an adopted Habitat Conservation Plan, Natural</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>
Community Conservation Plan, or other approved local, regional, or State habitat conservation plan directly, indirectly and cumulatively. Therefore, the project will have <b>no impact</b> on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.				
<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> (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code, Historical/Archaeological Resources Survey prepared by CRM Tech, dated January 21, 2014)</p> <p>A Historical/Archaeological Resources Survey was prepared in conjunction with this project. The survey determined that the project site contains no historic resources as defined in Section 15064.5 of the CEQA Guidelines. However, the survey did identify historic-period railroad features that, while not defined as a historic resource, should be salvaged by the Orange Empire Railway Museum or similar organization. As such, a condition of approval has been included to reflect this issue. Therefore, <b>less than significant impacts</b> directly, indirectly and cumulatively to historical resources will occur.</p>				
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>5b. Response:</b> (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study, Historical/Archaeological Resources Survey prepared by CRM Tech, dated January 21, 2014)</p> <p>Based on the Historical/Archaeological Resources Survey prepared for this project, there are no known archeological resources present on the site. Further, consultation with the Native American Heritage Commission has been undertaken in accordance with SB18, with no Tribes requesting government-to-government consultation. However, to avoid significant impacts to archaeological resources during grading and construction, the Historical/Archaeological Resources Survey recommends mitigation measures as listed below. As such, impacts to archeological resources directly, indirectly and cumulatively as a result of the project can be reduced to <b>a less than significant level</b>.</p> <p><b>MM Cultural 1:</b> An archaeological monitoring program should be implemented during earthmoving operations for the proposed project, consisting of, at a minimum, the following:</p> <ul style="list-style-type: none"> <li>• All ground-disturbing activities that reach beyond the disturbed surface soils shall be monitored by a qualified archaeologist. Whenever cultural materials more than 50 years old are discovered, they shall be field recorded and evaluated. The monitor shall be prepared to quickly recover any artifacts as they are unearthed to avoid construction delays. If a substantial cultural deposit is encountered, however, the monitor shall have the power to temporarily halt or divert construction activities in that area to allow for controlled removal.</li> <li>• Collected artifacts shall be cleaned, identified, catalogued, analyzed, and prepared for curation at an appropriate repository with permanent retrievable storage that would allow for additional research in the future.</li> <li>• Site records or site record updates (as appropriate) that incorporate the artifacts encountered during monitoring shall be prepared and submitted to the Eastern Information Center as a permanent record of the discovery.</li> <li>• A report that documents the methods and results of the monitoring program, including an itemized inventory of recovered artifacts and a detailed artifact analysis, shall be prepared upon completion of the fieldwork. The report shall include an interpretation of the cultural activities represented by the archaeological remains and a discussion of the significance of all recovered cultural material.</li> </ul>				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>5c. Response:</b> (Source: General Plan 2025 Policy HP-1.3)</p> <p>This Project will be located on a site where no paleontological resources exist as defined in Section 15064.5 of the CEQA</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>
Guidelines. Therefore, <b>no impacts</b> directly, indirectly and cumulatively to paleontological resources will occur.				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>5d. Response:</b> (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)</p> <p>This Project will be located on a site where no human remains exist as defined in Section 15064.5 of the CEQA Guidelines. Therefore, <b>no impacts</b> directly, indirectly and cumulatively to human remains will occur.</p>				
<p><b>6. GEOLOGY AND SOILS.</b></p> <p>Would the project:</p>				
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"/>
<p><b>6i. Response:</b> (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones &amp; General Plan 2025 FPEIR Appendix E – Geotechnical Report)</p> <p>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.</p>				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6ii. Response:</b> (Source: General Plan 2025 FPEIR Appendix E – Geotechnical Report)</p> <p>The San Jacinto Fault Zone located in the northeastern portion of the City, or the Elsinore Fault Zone, located in the southern portion of the City’s Sphere of Influence, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. Because the proposed project complies with California Building Code regulations, impacts associated with strong seismic ground shaking will have <b>no impact</b> directly, indirectly and cumulatively.</p>				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6iii. Response:</b> (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, and Appendix E – Geotechnical Report)</p> <p>The project site is located in an area with the potential for moderate to very high liquefaction. 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.</p>				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6iv. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix E – Geotechnical Report, Title 18 – Subdivision Code, Title 17 – Grading Code, and for projects over 1 acre: Storm Water Pollution Prevention Plan SWPPP)</p> <p>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.</p>				
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> (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 –</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>
<p><i>Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, and for projects over 1 acre: 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>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6c. Response:</b> (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, and Appendix E – Geotechnical Report)</p> <p>The general topography of the subject site is flat. Compliance with the City’s existing codes and the policies contained in the General Plan 2025 help to ensure that impacts related to geologic conditions are reduced to <b>less than significant impacts</b> level directly, indirectly and cumulatively.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6d. Response:</b> (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)</p> <p>Expansive soil is defined under California Building Code. The soil types of the subject site are Arlington and Hanford (See Figure 5.64 – Soils of the General Plan 2025 Program Final PEIR.) Compliance with the applicable provisions of the City’s Subdivision Code- Title 18 and the California Building Code with regard to soil hazards related to the expansive soils will be reduced to a <b>less than significant impact</b> level for this project directly, indirectly and cumulatively.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6e. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types)</p> <p>The proposed project will be served by sewer infrastructure. Therefore, the project will have <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>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"/>
<b>7a. Response: (Source: GHG Analysis prepared by LSA dated September 2013, Air Quality Analysis, Health Risk and Greenhouse Gas Assessment prepared by LSA, dated September 2013)</b>				
The results of the Greenhouse Gas Assessment indicate that the proposed project will result in a net increase in 1,500 metric tons per year of CO <sub>2</sub> eq. However, the City of Riverside has not adopted a threshold of significance for GhG emissions. Further, the project will comply with the City's General Plan policies and State Building Code provisions designed to reduce GhGs. Also, the Greenhouse Gas Assessment demonstrates that the project will not interfere with the state's goals of reducing GhG emissions 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. Finally, the project sustainable design features significantly reduce GhG emissions and are consistent with mitigation strategies developed by groups and public agencies, such as CAT, CAPCOA and the California Attorney General. As such, the project will not generate GhG above levels that would have a significant impact on the environment. Thus, a <b>less than significant impact</b> is expected 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>7b. Response: (Source: GHG Analysis prepared by LSA dated September 2013)</b>				
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. As indicated in Question A, above, the project would comply with the City's General Plan policies and State Building Code provisions designed to reduce GhG emissions. In addition, the project would comply with all SCAQMD applicable rules and regulations during construction of the operational phase and 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 Greenhouse Gas Assessment 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 <b>less than significant impact</b> will occur directly, indirectly and cumulatively in this regard.				
<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 type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8a. Response: (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)</b>				
The proposed project does not involve the transport, use, or disposal of any hazardous material because the use is a multi-family residential development. As such, the project will have <b>no impact</b> related to the transport, use, or disposal of any hazardous material either directly, indirectly and cumulatively.				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8b. Response: (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</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>
<p><i>Riverside's EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM's Strategic Plan)</i></p> <p>The proposed project does not involve the use of any hazardous materials. As such the project will have <b>no impact</b> directly, indirectly or cumulatively for creating 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.</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> (Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, 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)</p> <p>The proposed project does not involve any emission or handling of any hazardous materials, substances or waste within one-quarter mile of an existing school because the proposed use is a multi-family residential project and because the use is located approximately 0.57 miles from the nearest existing school (Arlington High School). Therefore, the project will have <b>no impact</b> regarding emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school directly, indirectly or cumulatively.</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> (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 and 5.7-C – DTSC EnviroStor Database Listed Sites)</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> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</p> <p>The project site is not located within any airport land use plan area or compatibility zone. Therefore, the project will have <b>no impact</b> resulting in a safety hazard for people residing or working in the project area directly, indirectly or 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> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</p> <p>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.</p>				
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<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>8g. Response:</b> (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)</p> <p>The project will be served by existing, fully improved streets, as well as on-site circulation. 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 will 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>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8h. Response:</b> (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)</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>				
<p><b>9. HYDROLOGY AND WATER QUALITY.</b></p>				
<p>Would the project:</p>				
<p>a. Violate any water quality standards or waste discharge requirements?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9a. Response:</b> (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water, Water Quality Management Plan prepared by IW Consulting Engineers, Inc., dated December 13, 2013)</p> <p>The project site is currently vacant with close to 100 percent of pervious surface. Upon construction of the residential buildings and parking lot areas for this project, the impermeable area of the project site will greatly increase. However, a preliminary WQMP has been submitted and approved by the Public Works Department for this project to ensure that water quality standards are not violated. During the construction phase, a final approved WQMP will be required for the project, as well as coverage under the State’s General Permit for Construction Activities, administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. Given compliance with all applicable local, state, and federal laws regulating surface water quality, the proposed project as designed is anticipated to result in a <b>less than significant impact</b> directly, indirectly or cumulatively to any water quality standards or waste discharge.</p>				
<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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9b. Response:</b> (Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, 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)</p> <p>The proposed project is located within the Arlington 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</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
groundwater supplies and recharge either directly, indirectly or cumulatively.				
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"/>
<p><b>9c. Response:</b> (Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, Water Quality Management Plan prepared by IW Consulting Engineers, Inc., dated December 13, 2013)</p> <p>The project is subject to NPDES requirements, with 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. 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. Therefore, the project will have a <b>less than significant impact</b> directly, indirectly or cumulatively to existing drainage patterns.</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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9d. Response:</b> (Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Water Quality Management Plan)</p> <p>The project will not directly or indirectly result in any activity or physical alteration of the site or surrounding area, (i.e. through grading, ground disturbance, structures or additional paving) that would alter the existing drainage pattern of the site, alter the course of stream or river, or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site because the project consists of a multiple-family residential development. Therefore no flooding on or off-site as a result of the project will occur and there will be <b>no impact</b> directly, indirectly or cumulatively that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</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> (Source: Preliminary Grading Plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, Water Quality Management Plan prepared by IW Consulting Engineers, Inc., dated December 13, 2013)</p> <p>Within the scope of the project is the installation of storm water drainage system. As the storm water drainage system will be installed concurrently with the construction of this project, the storm water drainage system will be adequately sized to accommodate the drainage created by this project. The project is expected to generate the following pollutants: sediment/turbidity, nutrients, trash and debris, oxygen demanding substances, bacteria and viruses, oil &amp; grease, and pesticides. These expected pollutants will be treated through the incorporation of the site design, source control and treatment control measures specified in the project specific WQMP. 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: Project Specific – Stormwater Pollution Prevention Plan, Water Quality Management Plan prepared by IW Consulting Engineers, Inc., dated December 13, 2013)</p> <p>The project is over one acre 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</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>
<p>System (MS4) permit through the project's WQMP. 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>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9g. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)  A review of National Flood Insurance Rate Map (Map Number 06065C0715G, Effective Date August 28, 2008) and Figure 5.8-2 – Flood Hazard Areas of the General Plan Program FPEIR, shows that the project is not located within or near a 100-year (1% annual chance of flood) flood hazard area. 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>				
<p>h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9h. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)  The project site is not located within or near a 100-year (1% annual chance of flood) 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 06065C0715G, 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>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9i. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)  The project site is located within a 500-year (0.2 annual chance of flood) 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 06065C0715G) Effective Date August 28, 2008) due to the location of Mockingbird Canyon Dam as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. The project is located within the Mockingbird Canyon Dam inundation area that may be affected in the event of a dam failure. The City Municipal Code, Title 18 – Subdivision Code, Section Chapter 18.210 – Development Standards, Section 18.210-100 – Flood Prone Lands and Drainage and Title 16 Buildings &amp; Construction, Chapter 16.18 Flood Hazard Area &amp; Implementation of Natural Flood Insurance Program, Sec. 16.8050 requires new construction located within a 500-year (0.2 annual chance of flood) flood zone to mitigate flood hazards by including onsite drainage, anchoring methods to prevent floating structures, elevating buildings above flood levels, and flood proofing, which requires the building to be inspected and certified by a professional engineer, surveyor or building inspector. Therefore, the potential to place a structure within an area that would expose people or structures to a significant risk of loss, injury or death as a result of the failure of a levee or dam will be <b>less than significant</b> directly, indirectly or cumulatively.</p>				
<p>j. Inundation by seiche, tsunami, or mudflow?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9j. Response:</b> (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)  Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, <b>no impacts</b> 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>				

<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>10. LAND USE AND PLANNING:</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10a. Response:</b> (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)</p> <p>The proposed project has been designed to be consistent with the pattern of residential development along Van Buren Boulevard and provides adequate access, circulation and connectivity consistent with the General Plan 2025, and in compliance with the requirements of the Zoning and Subdivision Codes. Therefore, the project impacts related to the community are <b>less than significant</b>.</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"/>
<p><b>10b. Response:</b> (Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, Riverwalk Vista 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)</p> <p>The project involves a General Plan Amendment to amend the land use designation of the project site from B/OP – Business/Office Park to VHDR – Very High Density Residential, a Specific Plan Amendment to remove approximately 2.6 acres of the larger 4.05-acre project site from the Citrus Business Park Specific Plan (CBPSP), an amendment to Title 19 of the Riverside Municipal Code (Zoning Code) to rezone the project site from BMP-SP – Business and Manufacturing Park and Specific Plan (Citrus Business Park) Overlay Zones to R-4 – Multiple-Family Residential Zone. The project site is currently located at the north-westernmost area of the Citrus Business Park Specific Plan (CBPSP). The CBPSP was originally adopted in 2010. The purpose and intent of the CBPSP is to facilitate the development of a multi-tenant and multi-owner industrial business park area, including the repurposing of a 49-acre industrial site previously dominated by a single user (Fleetwood Enterprises). The project site is the only area within the CBPSP that is located northerly of an established 256-unit multiple-family residential development along Van Buren Boulevard. The project, as proposed, would continue the development pattern of multiple-family residential uses along Van Buren Boulevard. Further, while the areas westerly of the established multiple-family residential development are within the CBPSP and contain industrial uses, the project, as proposed, would preclude additional industrial uses from establishing to the north of the multiple-family residential development. Also, the proposed project will be compatible in architectural style and design with the surrounding residential development, will be consistent (or conditioned to be consistent) with the <i>Citywide Design Guidelines</i> and is not located within other plan areas and it is not a Project of Statewide, Regional or Area-wide Significance. Finally, the project is generally consistent with applicable development standards of the proposed R-4 Zone. Where variances are proposed, they can be supported based on the findings contained in the case record. Based on the above-referenced information, the proposed project would not result in significant adverse environmental impacts. Thus, <b>less than significant</b> impacts will result from this Project.</p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10c. Response:</b> (Source: General Plan 2025, General Plan 2025 – Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, enter appropriate Specific Plan if one, 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)</p> <p>The project site is located within an urbanized area and will not impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan directly, indirectly and cumulatively. Therefore, the project will have <b>no impact</b> on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.</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>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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>11a. Response:</b> (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)  The formational material that underlies the project site is the rock products formation. This formation does not contain recoverable mineral resources or economic value. The loss of known mineral resources valuable locally or regionally would not occur because of the project and no further analysis is required. Therefore, the project will have <b>no impact</b> on mineral resources directly, indirectly or cumulatively.</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> (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)  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>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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>12a. Response:</b> (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-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, 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, Noise Impact Analysis prepared by LSA, dated September 2013)</p> <p>An acoustical analysis was prepared for the project. The acoustical analysis concludes that the project has the potential to expose persons to or generate of noise levels in excess of standards established in the General Plan 2025 and/or Noise Code (Title 7). However, compliance with the following mitigation measures will ensure the noise levels can be reduced to meet all applicable noise standards. Therefore, the impacts are considered <b>less than significant with mitigation</b> on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively.</p> <p><b>MM Noise 1: Construction Impacts:</b> The following measures would reduce short-term construction related-noise impacts resulting from the proposed project:</p> <ol style="list-style-type: none"> <li>1. Construction activities are restricted within the City of Riverside to the hours of 7:00 am to 7:00 pm Monday through Friday, 8:00 am to 5:00 pm on Saturdays, and are prohibited on Sundays and federal holidays.</li> <li>2. During all project site excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with the manufacture’s standards.</li> <li>3. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</li> <li>4. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</li> </ol>				

<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>MM Noise 2: Traffic/Train Noise Impacts:</b> The following mitigation measures are required:				
<ol style="list-style-type: none"> <li>1. Air conditioning, a form of mechanical ventilation, would be required for all dwelling units on the east side of the buildings along Van Buren Boulevard to ensure that windows can remain closed for prolonged periods of time to maintain the interior noise standard.</li> <li>2. Any outdoor activity use areas, such as patios or balconies, on the east side of the apartment buildings facing Van Buren Boulevard would need to be protected by a noise barrier with a minimum height of 6 feet. No mitigation measures are required for outdoor active use areas located on the west side of the apartment buildings away from Van Buren Boulevard.</li> <li>3. Air conditioning, a form of mechanical ventilation, would be required for all dwelling units on the north side of the buildings facing State Route 91 (SR-91) and the Burlington Northern Santa Fe (BNSF) tracks to ensure that windows can remain closed for prolonged periods of time to maintain the interior noise standard.</li> <li>4. Any outdoor activity use areas, such as patios or balconies, on the north side of the apartment buildings facing SR-91 and the BNSF tracks that are not protected by garage structures would need to be protected by a noise barrier with a minimum height of 6 feet. No mitigation measures are required for outdoor active use areas located on the south side of the apartment buildings.</li> <li>5. Building façade upgrades, such as windows with sound transmission class (STC) 30 or higher would be required for dwelling units on the north side of the buildings that are not protected by the proposed garage structures from SR-91 and the BNSF tracks.</li> </ol>				
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"/>
<b>12b. Response:</b> <i>(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-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G – Noise Existing Conditions Report, Noise Impact Analysis prepared by LSA, dated September 2013)</i>				
<p>Construction related activities although short term, are the most common source of groundborne noise and vibration that could affect occupants of neighboring uses. Intermittent train vibration is also a source of groundborne noise and vibration. Since this project is located next to the BNSF railroad tracks and will involve short term construction activities an acoustical analysis was prepared by LSA, dated September 2013. The acoustical analysis has assessed the potential for noise and ground-borne vibration impacts related to noise land use compatibility including long-term train vibration impacts, construction-related noise per GP 2025 FPEIR, Table 5.11-G, Vibration Source Levels for Construction Equipment, on-site stationary noise sources, and vehicular-related noise. The acoustical analysis found the project to be in compliance with the Federal Transit Administration (FTA) standards pertaining to groundborne vibration, including those related to long-term train vibration impacts and did not recommend any mitigation measures. Specifically, the analysis found that at a distance of 80 feet from the train tracks, locomotive-powered passenger or freight trains (50 mph) would result in 80 VdB of ground vibration. The FTA’s recommended vibration levels for residential uses are 75 VdB for occasional events and 80 VdB for infrequent events. Since there would only be 12 train events per day, this would be categorized as an infrequent-events scenario. Therefore, the impacts are considered <b>less than significant</b> on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively.</p>				
c. A substantial permanent 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"/>
<b>12c. Response:</b> <i>(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-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, 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, Noise Impact Analysis prepared by LSA, dated September 2013)</i>				
<p>To determine whether the proposed project would result in a permanent increase in ambient noise levels, a noise study was</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>
<p>prepared by LSA, dated September 2013. Because the proposed project will not increase the permanent ambient noise levels by more than +5 dB (perceptible increase), impacts related to a permanent increase in ambient noise levels will be <b>less than significant</b> directly, indirectly and cumulatively.</p>				
<p>d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 LSA, dated September 2013)</p> <p>An acoustical analysis was prepared for the project by LSA, dated September 2013. The acoustical analysis concludes that the project has the potential to expose persons to or generate of noise levels in excess of standards established in the General Plan 2025 and/or Noise Code (Title 7). However, compliance with the following mitigation measures will ensure the temporary or periodic noise levels (construction) can be reduced to meet all applicable noise standards. Therefore, the impacts are considered <b>less than significant with mitigation</b> on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively.</p> <p><b>MM Noise 1: Construction Impacts:</b> The following measures would reduce short-term construction related-noise impacts resulting from the proposed project:</p> <ol style="list-style-type: none"> <li>1. Construction activities are restricted within the City of Riverside to the hours of 7:00 am to 7:00 pm Monday through Friday, 8:00 am to 5:00 pm on Saturdays, and are prohibited on Sundays and federal holidays.</li> <li>2. During all project site excavation and grading on site , the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with the manufacture’s standards.</li> <li>3. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</li> <li>4. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</li> </ol>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, March Air Reserve Base/March inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</p> <p>The proposed project is not located within an airport land use plan or within two miles of a public airport of public use airport and as such will have <b>no impact</b> on people residing or working in the project area to excessive noise levels either directly, indirectly or cumulatively.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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>
<p><b>12f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</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>				
<p><b>13. POPULATION AND HOUSING.</b></p>				
<p>Would the project:</p>				
<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>13a. Response:</b> (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)</p>				
<p>The project involves the construction of 102 residential units which will directly induce population growth. While the project proposes to change the General Plan land use designation from industrial to residential, the number of new dwelling units, and subsequent growth in population, is relatively minimal when compared to the overall population of the City of Riverside (313,673 residents). Therefore, the impacts will be <b>less than significant</b> both directly and indirectly.</p>				
<p>b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13b. Response:</b> (Source: CADME Land Use 2003 Layer)</p>				
<p>The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently vacant and 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>				
<p>c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13b. Response:</b> (Source: CADME Land Use 2003 Layer)</p>				
<p>The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently vacant and 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>				
<p><b>14. PUBLIC SERVICES.</b></p>				
<p>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:</p>				
<p>a. Fire protection?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>14a. Response:</b> (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</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>
The project consists of 102 residential units. Adequate fire facilities and services are provided by Station 2 located at 9449 Andrew Street to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, there will be <b>less than significant impacts</b> on the demand for additional fire facilities or services either directly, indirectly or cumulatively.				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>14b. Response:</b> (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)				
The project consists of 102 residential units. Adequate police facilities and services are provided by Central Neighborhood Policing Center to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, there will be <b>less than significant impacts</b> on the demand for additional police facilities of services either directly, indirectly or cumulatively.				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>14c. Response:</b> (Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, Table 5.13-G – Student Generation for RUSD and AUSD By Education Level, and Figure 5.13-4 – Other School District Boundaries)				
The project consists of 102 residential units. Adequate school facilities and services are provided by Riverside Unified School District to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Riverside Unified School District impact fees used to offset the impact of new development, there will be <b>less than significant impacts</b> on the demand for school facilities or services either directly, indirectly or cumulatively.				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>14d. Response:</b> (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)				
The project consists of 102 residential units. Adequate park facilities and services are provided in the Arlington South Neighborhood to serve this project. In addition with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Park, Recreation and Community Services practices, there will be <b>less than significant impacts</b> on the demand for additional park facilities or services either directly, indirectly or cumulatively.				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>14e. Response:</b> (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)				
The project consists of 102 residential units. Adequate public facilities and services, including libraries and community centers, are provided in the Arlington 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 (including development impact fees), there will be <b>less than significant impacts</b> on the demand for additional public facilities or services either directly, indirectly or cumulatively.				
<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 checked="" type="checkbox"/>	<input type="checkbox"/>
<b>15a. Response:</b> (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)				
The project will pay applicable Park Development Impact Fees to the City of Riverside Parks, Recreation and Community				

<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>
Services Department therefore this project will have a <b>less than significant impact</b> directly, indirectly or cumulatively.				
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> The project will not include new public recreational facilities or require the construction or expansion of recreational facilities; therefore, there will be <b>no impact</b> directly, indirectly or cumulatively.</p>				
<p><b>16. TRANSPORTATION/TRAFFIC.</b> Would the project result in:</p>				
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: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, Traffic Impact Analysis prepared by LSA, dated January 13, 2014)</i></p> <p>Roadway capacity is adequate to accommodate the projected traffic volumes of the proposed project. As determined by the City Traffic Engineer and a Traffic Impact Analysis prepared for the proposed project the proposed project will operate better than the required LOS D, and will require minimal off-site improvements as conditions of approval, including the following:</p> <ul style="list-style-type: none"> <li>• The west approach of the Van Buren Boulevard &amp; Rudicill Street intersection shall be re-stripped to include an exclusive eastbound left turn lane, through lane, and dedicated right turn lane.</li> <li>• Rudicill Street between the intersection of Van Buren Boulevard and the eastern edge of APN: 234-261-004 shall be re-stripped to include a two-way left turn median (approximately 540’ of two-way left turn median).</li> </ul> <p>Therefore, the increase in traffic in relation to the existing traffic load and capacity of the street system is <b>less than significant</b> directly, indirectly or cumulatively.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16b. Response:</b> <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, Traffic Impact Analysis prepared by LSA, dated January 13, 2014)</i></p> <p>Roadway capacity is adequate to accommodate the projected traffic volumes of the proposed project. As determined by the City Traffic Engineer and a Traffic Impact Analysis prepared for the proposed project the proposed project will operate better than the required LOS D. In addition, the project is consistent with the Riverside County’s Congestion Management</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>
Program (CMP) and its Transportation Demand Management/Air Quality components. Therefore, increase in traffic in relation to the existing traffic load and capacity of the street system is <b>less than significant</b> directly, indirectly and cumulatively.				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16c. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))				
The project will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. It is not located within an airport influence area. As such, this project will have <b>no impact</b> directly, indirectly or cumulatively on air traffic patterns.				
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"/>
<b>16d. Response:</b> (Source: Project Site Plans, Lane Striping and Signing Plans and Traffic Impact Analysis prepared by LSA, dated August 16, 2103)				
The proposed project is compatible with adjacent existing uses. As well, it has been designed so as not to cause any incompatible use or additional or any hazards to the surrounding area or general public. As conditioned, the project will have a <b>less than significant impact</b> on increasing hazards through design or incompatible uses directly, indirectly or cumulatively.				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>16e. Response:</b> (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code and Traffic Impact Analysis prepared by LSA, dated August 16, 2103)				
The project has the potential during construction to obstruct lanes of travel that may have an impact on emergency access. However, the project has been conditioned to require at least one lane of travel to be open and available at all times. This will eliminate any impact to emergency access.				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16f. Response:</b> (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!)				
The project, as designed, does not create conflicts with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). As such, the project will have <b>no impact</b> directly, indirectly or cumulatively on adopted policies, plans, or programs supporting alternative transportation.				
<b>17. 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"/>
<b>17a. Response:</b> (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, 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)				
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				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
regulations related to wastewater treatment the project will have a <b>less than significant</b> impact.				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17b. Response:</b> (Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, 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-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area &amp; 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.)</p> <p>The project will not result in the construction of new or expanded water or wastewater treatment facilities. While the project proposes to change the General Plan land use designation from industrial to residential, the number of new dwelling units, and subsequent growth in population, is relatively minimal when compared to the overall population of the City of Riverside (313,673 residents). Further, the project will be required to pay all applicable development impact fees. Therefore, the project will have a <b>less than significant 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>17c. Response:</b> (Source: FPEIR Figure 5.16-2 - Drainage Facilities)</p> <p>The increase in impervious surface area resulting from construction of the 102 unit multiple family residential development 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. 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 impacts</b> on existing storm water drainage facilities that would not require the expansion of existing facilities directly, indirectly or cumulatively.</p>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17d. 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, Table 5.16-H – Current and Projected Domestic Water Supply (acre-ft/year) WMWD 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, RPU Master Plan, EMWD Master Plan, WMWD Master Plan, and Highgrove Water District Master Plan)</p> <p>The project will not exceed expected water supplies. While the project proposes to change the General Plan land use designation from industrial to residential, the number of new dwelling units, and subsequent growth in population, is relatively minimal when compared to the overall population of the City of Riverside (313,673 residents). Further, the project will be required to pay all applicable development impact fees. Therefore, the project will have <b>less than significant impacts</b> resulting in the insufficient water supplies either directly, indirectly or 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>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17e. 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, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD , and Wastewater Integrated Master Plan and Certified EIR)</p> <p>The project will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). While the project proposes to change the General Plan land use designation from industrial to residential, the number of new dwelling units, and subsequent growth in population, is relatively minimal when compared to the overall population of the City of Riverside (313,673 residents). The project will be required to pay all applicable development impact fees. Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. Therefore, <b>less than significant impacts</b> to wastewater treatment directly, indirectly or cumulatively will occur.</p>				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17f. 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>While the project proposes to change the General Plan land use designation from industrial to residential, the number of new dwelling units, and subsequent growth in population, is relatively minimal when compared to the overall population of the City of Riverside (313,673 residents). Further, the project will be required to pay all applicable development impact fees. Therefore, <b>less than significant impacts</b> to landfill capacity will occur directly, indirectly or cumulatively.</p>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17g. Response:</b> (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p> <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>				
<b>18. 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18a. Response:</b> (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 Burrowing Owl Survey prepared by LSA, dated June 12, 2103, FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation</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>
<p><i>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>Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study, and were all found to be <b>less than significant</b>. 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 <b>be less than significant</b>.</p>				
<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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18b. Response:</b> <i>(Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</i></p> <p>While the project proposes to change the General Plan land use designation from industrial to residential, the number of new dwelling units, and subsequent growth in population, is relatively minimal when compared to the overall population of the City of Riverside (313,673 residents). Therefore the cumulative impacts of the proposed project beyond those previously considered in the GP 2025 FPEIR are <b>less than significant</b>.</p>				
<p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18c. Response:</b> <i>(Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</i></p> <p>Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology &amp; water quality, noise, population and housing, hazards and hazardous materials, and traffic sections of this initial study and found to be less than significant for each of the above sections. Based on the analysis and conclusions in this initial study, the project 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</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).

*Staff Recommended Mitigation Measures*

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
Air Quality	<p><b>MM Air 1:</b> To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.</p>	<p>Prior to issuance of grading and/or building permits.</p>	<p>Building &amp; Safety Division Public Works Department</p>	<p>Proof of power source to be provided from electric service provider.</p>
	<p><b>MM Air 2:</b> To reduce construction related particulate matter air quality impacts of projects the following measures shall be required:</p> <ol style="list-style-type: none"> <li>1. the generation of dust and fugitive dust shall be controlled as required by SCAQMD Rule 403;</li> <li>2. grading activities shall cease during period of high winds (greater than 25mph);</li> <li>3. trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and</li> <li>4. the contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approval traffic control plan.</li> </ol>	<p>Prior to issuance of individual grading and/or building permit.</p> <p>The plan for traffic control shall be submitted with the grading and/or building plans.</p>	<p>Public Works Department</p>	<p>Construction Inspection.</p>

<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
<b>Cultural Resources</b>	<p><b>MM Cultural 1:</b> An archaeological monitoring program should be implemented during earthmoving operations for the proposed project, consisting of, at a minimum, the following:</p> <ul style="list-style-type: none"> <li>• All ground-disturbing activities that reach beyond the disturbed surface soils shall be monitored by a qualified archaeologist. Whenever cultural materials more than 50 years old are discovered, they shall be field recorded and evaluated. The monitor shall be prepared to quickly recover any artifacts as they are unearthed to avoid construction delays. If a substantial cultural deposit is encountered, however, the monitor shall have the power to temporarily halt or divert construction activities in that area to allow for controlled removal.</li> <li>• Collected artifacts shall be cleaned, identified, catalogued, analyzed, and prepared for curation at an appropriate repository with permanent retrievable storage that would allow for additional research in the future.</li> <li>• Site records or site record updates (as appropriate) that incorporate the artifacts encountered during monitoring shall be prepared and submitted to the Eastern Information Center as a permanent record of the discovery.</li> <li>• A report that documents the methods and results of the monitoring program, including an itemized inventory of recovered artifacts and a detailed artifact analysis, shall be prepared upon completion of the fieldwork. The report shall include an interpretation of the cultural activities represented by the archaeological remains and a discussion of the significance of all recovered cultural material.</li> </ul>	Site-Specific Environmental Review and/or prior to the issuance of a demolition, grading and/or building permit.	Planning Division  Public Works Department	Compliance with Project Conditions of Approval.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
Noise	<p><b>MM Noise 1:</b> Construction Impacts: The following measures would reduce short-term construction related-noise impacts resulting from the proposed project:</p> <ol style="list-style-type: none"> <li>1. Construction activities are restricted within the City of Riverside to the hours of 7:00 am to 7:00 pm Monday through Friday, 8:00 am to 5:00 pm on Saturdays, and are prohibited on Sundays and federal holidays.</li> <li>2. During all project site excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with the manufacture's standards.</li> <li>3. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</li> <li>4. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</li> </ol>	During construction activities	Building & Safety Division Planning Division Code Enforcement Division Public Works Department	Construction Inspection.
	<p><b>MM Noise 2:</b> Traffic/Train Noise Impacts: The following mitigation measures are required:</p> <ol style="list-style-type: none"> <li>1. Air conditioning, a form of mechanical ventilation, would be required for all dwelling units on the east side of the buildings along Van Buren Boulevard to ensure that windows can remain closed for prolonged periods of time to maintain the interior noise standard.</li> <li>2. Any outdoor activity use areas, such as patios or balconies, on the east side of the apartment buildings facing Van Buren Boulevard would need to be protected by a noise barrier with a minimum height of 6 feet. No mitigation measures are required for outdoor active use areas located on the west side of the apartment buildings away from Van Buren Boulevard.</li> <li>3. Air conditioning, a form of mechanical ventilation, would be required for all dwelling units on the north side of the buildings facing State Route 91 (SR-91) and the Burlington Northern Santa Fe (BNSF) tracks to ensure that windows can remain closed for prolonged periods of time to maintain the interior noise standard.</li> <li>4. Any outdoor activity use areas, such as patios or balconies, on the north side of the apartment buildings facing SR-91 and the BNSF</li> </ol>	Prior to issuance of individual grading and/or building permit.	Building & Safety Division Public Works Department	Construction Inspection.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>tracks that are not protected by garage structures would need to be protected by a noise barrier with a minimum height of 6 feet. No mitigation measures are required for outdoor active use areas located on the south side of the apartment buildings.</p> <p>5. Building façade upgrades, such as windows with sound transmission class (STC) 30 or higher would be required for dwelling units on the north side of the buildings that are not protected by the proposed garage structures from SR-91 and the BNSF tracks.</p>			

DRAFT