



City of Arts & Innovation

# COMMUNITY DEVELOPMENT DEPARTMENT

## Planning Division

### Draft Mitigated Negative Declaration

AGENDA ITEM NO.:

WARD: 2

1. **Case Numbers:** P13-0553 - General Plan Amendment  
P13-0554 - Specific Plan Amendment  
P13-0583 - Plot Plan and Design Review  
P14-0065 - Rezoning
2. **Project Title:** Sycamore Canyon Apartments Project
3. **Hearing Date:** July 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:** Patricia Brenes, Senior Planner  
951-826-5933
6. **Project Location:** APN's: 263-030-073, 263-030-075, 263-030-076  
5940-5980 Sycamore Canyon Blvd.
7. **Project Applicant/Project Sponsor's Name and Address:**

Kevin Kohan The Planning Associates 495 E. Rincon Street, Suite 212 Corona, CA 92879 (951)444-5600	Paul Newkirk Emri-Newkirk Properties P.O. Box 2682 Del Mar, CA 92014
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8. **General Plan Designation:** Commercial (Existing)
9. **Zoning:** CG-SP - Commercial General and Specific Plan (Sycamore Highlands) Overlay Zones and CG-WC-SP – Commercial General, Watercourse and Specific Plan (Sycamore Highlands) Overlay Zones

## 10. Description of Project:

The project proposes to construct a 275-unit apartment complex on a 10.26-acre multi-parcel property, located on the east side of Sycamore Canyon Boulevard between Raceway Ford and Raceway Nissan automobile dealerships in the City of Riverside (City or Lead Agency). The apartment complex will consist of 7 different types of 2- to 3-story residential buildings, varying in height from 24 ½ feet to 41 ½ feet. The 274 unit apartment complex will include 117 one bedroom units, which constitute 43% of the total number of units; 143 2-bedroom units, which constitutes 52% of the total number of units; and 15 3-bedroom units, which constitutes 5% of the total number of units.

A total of 490 spaces, 252 tuck-under garages, 116 carports, 112 uncovered parking spaces are proposed to serve the development. Primary access to the site will be provided off of Sycamore Canyon Boulevard. Secondary access will be provided along the southwesterly end of the site. Private drive aisles and pedestrian walkways provide access to the residential units, parking, and recreational amenities.

The amenities package include a leasing and clubhouse building, fitness building, outdoor terrace with BBQ, bar, dining and ping pong table, pool and spa with sundeck and cabanas, outdoor kitchen and bar area, tot lot, outdoor game tables, and open turf area for other recreational activities.

Project implementation will necessitate a number of discretionary actions by the City, including a General Plan Amendment (from “Commercial” to “High Density Residential”), Specific Plan Amendment (from “Commercial-Auto Center” to “Multiple-Family”), rezoning (from “Commercial General” to “R-4 Multiple-Family Residential Zone”), Lot Line Adjustment, and Site Plan Review. The Project site is located within the influence area of the March Air Reserve Base/Inland Port Crash Zone (March ARF/IP). (See Appendix A of the Site Development Plan for more detail).

## 11. Surrounding land uses and setting:

	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
<b>Project Site</b>	The subject site comprises a total area of approximately 10.26 acres.	C - Commercial	CG-SP - Commercial General and Specific Plan (Sycamore Highlands) Overlay Zones and CG-WC-SP – Commercial General, Watercourse and Specific Plan (Sycamore Highlands) Overlay Zones
<b>North</b>	Raceway Ford Auto Dealership and an unnamed drainage feature along the northerly boundary	C - Commercial	CG-SP - Commercial General and Specific Plan (Sycamore Highlands) Overlay Zones
<b>East</b>	An unnamed drainage feature along the easterly boundary, Perris Valley Line, State Highway 60 and Interstate Highway 215 junction and a business office park	B/OP – Business/ Office Park and	BMP - Business and Manufacturing Park Zone and R-3-1500 – Multiple Family Residential Zone
<b>South</b>	Raceway Nissan Auto Dealership	C - Commercial	CG-SP - Commercial General and Specific Plan (Sycamore Highlands) Overlay Zones
<b>West</b> (across Sycamore Canyon Boulevard)	Apartment complex	HDR - High Density Residential	R-3-2000-SP - Multi-Family Residential and Specific Plan (Sycamore Highlands) Overlay Zones

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

- a. Airport Land Use Commission (ALUC)

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

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. Refer to List of Appendices

#### 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.

- Aesthetics
- Agriculture & Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Service
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance
- Health Impact Assessment

**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

## LIST OF APPENDICES

- A. See Figures 1-4 for Site Location, and Figure 5 for the Site and Surrounding Area and Site Photos
- B1. “Health Impact Study.” Prepared by Environmental Impact Sciences. Oct. 9, 2013.
- B2. “Air Quality Report.” Prepared by Environmental Impact Sciences. Sept. 20, 2013.
- C1. “Burrowing Owl Habitat Assessment.” Prepared by Glenn Lukos Associates. Sept. 20, 2013.
- C2. “Biological Resources Summary and Jurisdictional Delineation.” Prepared by Jones & Stokes. March 2004.
- D. Western Riverside County MSHCP Map of Site Area and Aerial Photos (Figures 1 & 2 are within Appendix ‘A’, above).
- E. Archaeological & Cultural Resources, report prepared by CRM TECH. August 2002
- F. Fault Zone & Liquefaction – Mapping Source is the Riverside Co. GIS (2 pages).
- G1. Geo-Hazard Exhibits (None were found on-site or within surrounding vicinity of Project site).
- G2. Nearest Geo-Hazard Site is the University of Riverside Pesticide Pit.
- H. ‘MARB’ Sphere & Riverside County Airport Sphere Exhibits
  - Initial Study – March ARB IP/ALUP. Prepared by Mead & Hunt. July 2013.
  - March Air Reserve Base/Inland Port Airport Land Use Compatibility Report. June 2013. Prepared by Mead & Hunt.
  - Mapping Showing the Existing MARB and Proposed MARB. (2 Maps)
- I. “Water Quality Management Plan. “Prepared by Alliance Engineering and dated July 24, 2013.
- J. Flood Hazard Mapping (Source: Riverside County GIS) – No Flood Hazard Within or Adjacent to Project Site.
- K. “Noise & Vibration Analysis.” Prepared by Environmental Impact Sciences. Sept. 26, 2013.
- L1. “Traffic Impact Analysis Report.” Prepared by Linscott, Law & Greenspan Engineers. Aug. 29, 2013.
- L2. Additional Traffic Volumes (Prepared for the Health-Risk Assessment). Prepared by Linscott Law & Greenspan Engineers. Sept. 26, 2013.

<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><b>Less than Significant Impact.</b> The proposed Project may affect scenic views/scenic vistas because the site is located within proximity of a railroad right-of-way and the 60/215 Freeways. There are no prominent natural features that will be affected by the Project. However, there is an existing riparian area along the easterly side of the property that will be a unique amenity to the project. The Project will conserve the riparian area and protect it by installing security gates along both ends of the area. The Project design will incorporate walking paths along the riparian area to allow residents and visitors to view and enjoy the beautiful natural area. The act of conservation through implementation and design make this a <b>less than significant impact</b> directly, indirectly and cumulatively.</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 type="checkbox"/>	<input checked="" 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, Title 20 – Cultural Resources and, Title 19 – Article V – Chapter 19.100 – Residential Zones - RC Zone)</p>				
<p><b>No Impact.</b> 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 have frontage along Sycamore Canyon Boulevard, a 110 foot arterial, not designated as a Scenic or Special Boulevard and Parkway in the Circulation and Mobility Element of the General Plan 2025. The Project has been designed to comply with the design guidelines contained in the Citywide Design and Sign Guidelines and will be consistent with the development in the surrounding area. Further, the Project consists of no substantial damage to the scenic resources on the Project site. Vegetation is non-native because the site has been graded and kept clean. There are no rock outcroppings or historic building within view of this proposed Project, so no impacts to these resources are expected. Therefore, the proposed Project will have <b>no impact</b> to a scenic resource direct, indirectly or cumulatively.</p>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1c. Response:</b> (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines)</p>				
<p><b>Less Than Significant Impact.</b> The proposed Project is required to implement the General Plan 2025 goals and policies and will be subject to Design Review for consistency with established Citywide Design and Sign Guidelines. The project will be designed to be compatible with the surrounding area and will not degrade the existing visual character of the area. In fact, the Project will enhance the riparian area, along the easterly side of the site, and will also enhance the landscape area along Sycamore Canyon Boulevard Due to all these factors, direct, indirect and cumulative impacts on the visual character and quality of the area are <b>less than significant impacts</b>.</p>				
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)</p>				
<p><b>Less Than Significant Impact.</b> The proposed 275 unit multiple family residential development will involve the introduction of new lighting typically associated with residential development. This lighting will be similar to that which exists in the surrounding area and would not be considered significant. All on-site lighting will be required to provide a minimum intensity of one foot-candle and a maximum intensity of ten foot-candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). The light</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>
sources must be shielded downward to minimize off-site glare, must not direct light skyward and must be directed away from adjacent properties and public rights-of-ways. If lights are proposed to be mounted on buildings, down-lights shall be utilized. Light poles shall not exceed twenty (20) feet in height including the height of any concrete or other base material.				
<b>2. AGRICULTURE AND FOREST RESOURCES:</b>				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2a. Response:</b> (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability &amp; General Plan 2025 FPEIR)</p> <p><b>No Impact.</b> The project is located in an urbanized area of the City. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025, prepared in accordance with the Farmland Mapping and Monitoring Program of the California Resources Agency, shows the project site is identified as urban/built out land and therefore does not support agricultural resources or operations. Further, the subject site is not designated, and is not adjacent to or in proximity to any land classified as, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the Project will have <b>no impact</b> directly, indirectly or cumulatively on agricultural uses.</p>				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2b. Response:</b> (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)</p> <p><b>No Impact.</b> The site is within an urbanized area and no Williamson Act contracts are implemented on the site. The proposed Project will not conflict with existing zoning for agricultural uses or any applicable Williamson Act contracts. Therefore, <b>no impacts</b> will occur from this Project directly, indirectly or cumulatively.</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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2c. Response:</b> (Source: GIS Map – Forest Data)</p> <p><b>No Impact.</b> The City of Riverside has no forest land that can support 10-percent native tree cover, nor does it have any timberland. Therefore, <b>no impacts</b> will occur from this Project directly, indirectly or cumulatively.</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)  <b>No Impact.</b> The City of Riverside has no forest land that can support 10-percent native tree cover, nor does it have any timberland, therefore <b>no impacts</b> will occur from this project directly, indirectly or cumulatively.</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, Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data)  <b>No Impact.</b> The Project site is located in an urbanized area of the City surrounded by existing commercial development, near existing auto dealerships, and across from existing high density residential development. Additionally, the site currently 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>				
<b>3. AIR QUALITY.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>3a. Response:</b> (Source: South Coast Air Quality Management District’s 2007 Air Quality Management Plan (AQMP))  <b>Less than Significant Impact.</b> 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 forecasts 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), 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) and are consistent with the General Plan 2025 “Typical Growth Scenario”. Further, the General Plan 2025 FPEIR determined that implementation of the General Plan 2025 would generally meet attainment forecasts and attainment of the standards of the AQMP. The General Plan 2025 contains policies to promote mixed-use, pedestrian-friendly communities that serve to reduce air pollutant emissions over time, and this Project is consistent with these policies. Since the project is consistent with the General Plan 2025, it is therefore consistent with the AQMP. The Project will have less than significant impacts directly, indirectly or 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, CalEEMod, EMFAC2011 Air Quality Analysis prepared by Environmental Impact Sciences, dated September, 20, 2013)

**Less Than Significant Impact with Mitigation.** Per General Plan 2025 FPEIR MM Air 1 and 7, a SCAQMD CalEEMod computer model analysis both short-term construction related and long term operation impacts are provided below. The results of the CalEEMod model determined that the proposed project would result in the following emission levels:

Table AQ-5  
**COMPARISON OF PROJECTED CONSTRUCTION EMISSIONS AND DAILY CRITERIA VALUES<sup>1</sup>**  
 (pounds/day)

Source	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub> Dust	PM <sub>10</sub> Exhaust	PM <sub>10</sub> Total	PM <sub>2.5</sub> Dust	PM <sub>2.5</sub> Exhaust	PM <sub>2.5</sub> Total
<b>Site Preparation (10 days)</b>										
Fugitive Dust	0.00	0.00	0.00	0.00	3.86	0.00	3.86	2.01	0.00	2.01
Off Road Diesel	5.29	57.57	42.92	0.04	0.00	3.13	3.13	0.00	2.88	2.88
Worker Trips	0.47	0.11	1.27	0.00	0.20	0.00	0.20	0.05	0.00	0.05
<b>Totals</b>	<b>5.76</b>	<b>57.68</b>	<b>44.19</b>	<b>0.04</b>	<b>3.86</b>	<b>3.13</b>	<b>6.99</b>	<b>2.06</b>	<b>2.88</b>	<b>4.94</b>
<b>Grading (30 days)</b>										
Fugitive Dust	0.00	0.00	0.00	0.00	1.76	0.00	1.76	0.73	0.00	0.73
Off Road Diesel	6.84	80.65	51.54	0.06	0.00	3.88	3.88	0.00	3.57	3.57
Worker Trips	0.52	0.12	1.42	0.00	0.22	0.00	0.22	0.06	0.00	0.06
<b>Totals</b>	<b>7.36</b>	<b>80.77</b>	<b>52.96</b>	<b>0.06</b>	<b>1.98</b>	<b>3.88</b>	<b>5.86</b>	<b>0.79</b>	<b>3.57</b>	<b>4.36</b>
<b>Building Construction (300 days)</b>										
Off Road Diesel	3.86	31.23	18.91	0.03	0.00	2.23	2.23	0.00	2.10	2.10
Vendor Trips	0.63	3.28	3.33	0.01	0.18	0.07	0.26	0.05	0.07	0.11
Worker Trips	5.11	1.20	12.50	0.02	2.21	0.02	2.23	0.59	0.01	0.60
<b>Totals</b>	<b>9.60</b>	<b>35.71</b>	<b>34.74</b>	<b>0.06</b>	<b>2.39</b>	<b>2.32</b>	<b>4.72</b>	<b>0.64</b>	<b>2.18</b>	<b>2.81</b>
<b>Asphalt Paving (20 days)</b>										
Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off Road Diesel	2.32	25.18	14.98	0.02	0.00	1.41	1.41	0.00	1.30	1.30
Worker Trips	0.36	0.08	0.95	0.00	0.17	0.00	0.17	0.04	0.00	0.04
<b>Asphalt Totals</b>	<b>2.68</b>	<b>25.26</b>	<b>15.93</b>	<b>0.02</b>	<b>0.17</b>	<b>1.41</b>	<b>1.58</b>	<b>0.04</b>	<b>1.30</b>	<b>1.34</b>
<b>Coating (20 Days)</b>										
Off-Gas	107.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off Road Diesel	0.41	2.57	1.90	0.00	0.00	0.22	0.22	0.00	0.22	0.22
Worker Trips	0.95	0.22	2.52	0.00	0.00	0.45	0.45	0.00	0.12	0.12
<b>Coating Totals</b>	<b>108.91<sup>2</sup></b>	<b>2.79</b>	<b>4.42</b>	<b>0.00</b>	<b>0.00</b>	<b>0.67</b>	<b>0.67</b>	<b>0.00</b>	<b>0.34</b>	<b>0.34</b>
Daily Threshold	75	100	550	150	→	→	150	→	→	55
Notes: 1. The CalEEMod model projects summer and winter emissions and the higher of the two values was included in the table. 2. Bold value represents a potentially significant impact.										

Source: Environmental Impact Sciences

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

**COMPARISON OF PROJECTED DAILY OPERATIONAL EMISSIONS AND DAILY CRITERIA VALUES<sup>1</sup>**

(pounds/day)

Source	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Mobile Sources	25.26	10.58	79.78	0.19	14.22	3.87
Stationary Sources	-	-	-	-	-	-
Natural Gas	0.09	0.73	0.31	0.00	0.06	0.06
Structural Maintenance	0.59	0	0	0	0	0
Consumer Products	5.45	0	0	0	0	0
Landscape Maintenance	0.72	0.27	23.00	0.00	0.12	0.12
Operational Total	32.11	11.58	103.09	0.19	14.40	4.05
Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Notes: 1. The CalEEMod model projects summer and winter emissions. These differ for mobile sources and the higher of the two values were included in the table.						

Source: Environmental Impact Sciences

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 for operational emissions; however, ROG emissions given off from the application of paints and coatings could exceed the daily threshold during building construction and the therefore the following construction related mitigation is warranted to reduce this impact to a less than significant level:

**MM AQ-1:** Painting and surface coating shall be limited to an aggregate area of no more than 25,390 square feet per day during any phase of construction; or paints and surface coatings shall be limited to a VOC content of no more than 17 milligrams per liter of VOC content.

To further 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, with implementation of the recommended mitigation measures, **less than significant impacts** with mitigation would result from the project directly, indirectly and cumulatively.

**MM AQ 2:** 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 AQ 3:** To reduce construction related particulate matter air quality impacts of projects the following measures shall be required:

1. the generation of dust and fugitive dust shall be controlled as required by SCAQMD Rule 403;
2. grading activities shall cease during period of high winds (greater than 25mph);
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
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.

<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>
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)?	<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, CalEEMod, EMFAC2011 Air Quality Analysis prepared by Environmental Impact Sciences, dated September 20, 2013)</i></p> <p><b>Less Than Significant Impact.</b> 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 commercial 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 commercial 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>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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>3d. Response:</b> (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, CalEEMod, EMFAC2011 Air Quality Analysis prepared by Environmental Impact Sciences, dated September 20, 2013 and Health Impact Analysis, prepared by Environmental Impact Sciences, dated October 9, 2013)</p>				
<p><b>Less Than Significant Impact with Mitigation.</b> A Health Impact Analysis, prepared by Environmental Impact Sciences, for this project evaluated the potential for health risk impacts related to siting the proposed project at the proposed location (northeast corner of Sycamore Canyon Boulevard and Dan Kipper Drive). Three data sets were used to conduct a qualitative assessment of potential health risk impacts related to the siting of the proposed project. The first set of information was the CARB Handbook, which provides recommendations on avoiding the placement of sensitive land uses in proximity to substantial sources of emissions in order to prevent excessive air pollutant. The project met the siting recommendations developed by CARB for both high-traffic roadways and distribution centers. As such, the siting of the project would avoid the majority of air pollutants generated by these types of uses.</p> <p>The second set of information was the analysis of wind-rose data. The wind rose data on wind direction and speed indicated the majority of winds were not from the freeways but listed the highest frequency of wind occurrence from the west and northwest directions where residences and vacant land are located. As such, the majority of wind that would be blown onto the project site would be from land uses that do not generate substantial sources of air pollutant emissions.</p> <p>The third set of information used in the HIA is from the SCAQMD’s MATES-III Study on the carcinogenic risk experienced throughout the Basin. The MATES III Study demonstrates that the cancer risk at the project site is nearly half of the Basin wide average cancer risk and exhibited comparable levels of cancer risk as that found at other locations within the City.</p> <p>Therefore it can be concluded that the project meets the CARB recommended siting requirements for sensitive land uses. In addition, the project site is not generally downwind of large pollutant sources and would experience cancer levels that are nearly half of the Basin wide average and comparable to other locations within the City. Consequently, no significant health risk impact would, therefore, occur at the project site.</p> <p>Short-term impacts associated with construction from General Plan 2025 typical build-out will result in increased air emissions from grading, earthmoving, and construction activities. Mitigation Measures of the General Plan 2025 FPEIR requires individual development to employ construction approaches that minimize pollutant emissions (General Plan 2025 FPEIR MM AIR 1- MM AIR 5, e.g., watering for dust control, tuning equipment, limiting truck idling times). Further, ROG emissions given off from the application of paints and coatings could exceed the daily threshold during building construction; therefore, a mitigation measure MM AQ 1 is recommended to reduce impacts to less than significant levels (Refer to Response 3b. above). . Therefore, with implementation of the recommended mitigation measures, <b>less than significant impacts with mitigation</b> would result from the project directly, indirectly and cumulatively.</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: Air Quality Analysis prepared by Environmental Impact Sciences, dated September 20, 2013 and Health Impact Analysis, prepared by Environmental Impact Sciences, dated October 9, 2013))</p> <p><b>Less Than Significant Impact.</b> Project construction would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment bringing concrete and other building materials to the site. With regards to nuisance odors, any air quality impacts will be confined to the immediate vicinity of the equipment itself. By the time such emissions reach any sensitive receptor sites away from the Project site, they will be diluted to well below any level of air quality concern. An occasional “whiff” of diesel exhaust from passing equipment and trucks accessing the site from public roadways may result. Such brief exhaust odors are an adverse but less than-significant, air quality impact. Additionally, some odor would be produced from the application of asphalt, paints, and coatings. Any exposure to these common odors would be of short-term duration and, while potentially adverse, are <b>less than significant</b>. Operational odors could be produced from on-site food preparation. These odors are common in the environment and would not constitute a significant air quality impact.</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: 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 Assessment, prepared by Glenn Lukos Associates ,dated September 20, 2013 and Biological Resources Summary Constraint Analysis &amp; Delineation of Jurisdictional Waters and Wetlands for PM-20166, dated March 2004))</p>				
<p><b>Less Than Significant Impact.</b> The Project site lies within a mostly urban setting of residential and commercial development and disturbed lands. A search of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) database and other appropriate databases identified the subject site is located within the burrowing owl survey area, as a result a burrowing owl habitat assessment was conducted in accordance with the MSHCP. Habitat for burrowing owl is varied, including short grass prairies, grasslands, lowland scrub, agricultural lands, coastal dunes, desert floors, and some artificial, open areas as a year-long resident. The majority of the site has been graded and compacted to form a large, flat pad. As a result of the grading and compaction of the soils, the site is dominated by sparsely growing, non-native vegetation, such as Russian thistle (<i>Salsola tragus</i>), black mustard (<i>Brassica nigra</i>), stinknet (<i>Oncosiphon piluliferum</i>), tocalote (<i>Centaurea melitensis</i>), red-stemmed filaree (<i>Erodium cicutarium</i>), and various non-native grasses including red brome (<i>Bromus madritensis rubens</i>), cheat grass (<i>Bromus tectorum</i>), and rigput brome (<i>Bromus diandrus</i>). Occurring adjacent to the slopes of disturbed Riversidean sage scrub and along the northern and eastern boundaries of the project site, are two drainage features and their associated southern will scrub habitat. The majority of the riparian habitat occurs just outside the property limits, with only two very small portions occurring within the property. Vegetation in these areas is dominated by various willow species including black willow, arroyo willow, red willow, and sandbar willow, with an understory comprised of mulefat, and southern cattail in places. The subject site was surveyed for the presence of burrows and/or burrowing owl sign. No burrowing owl or burrowing owl sign was observed at the project site during the habitat assessment. Additionally, no suitable burrows or fossorial mammal species were observed within the property limits, likely as a result of the highly compacted soils. The project is highly unlikely to support burrowing owl; therefore,</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>
focused surveys for burrowing owls are not recommended. Therefore, a <b>less than significant impact</b> directly, indirectly and cumulatively will occur to these resources.				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4b. 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, Habitat Assessment prepared by Glenn Lukos Associates on Sept 20, 2013, and Biological Resources Studies &amp; Delineation of Jurisdictional Waters and Wetlands for PM 20166, prepared by Jones &amp; Stokes, dated March 2004)</p> <p><b>Less Than Significant Impact.</b> The subject site has received mechanical alteration with the flat areas within the uplands being cleared of vegetation and the drainages within the site having been cleared of vegetation and reworked. A total of 97 special status species were reviewed as to their potential for occurrence on the subject site in potentially constraining roles. All of the species detected are expected to be common to the general area and relatively well-adapted to disturbed open space. Riparian vegetation exists on the Project site along the railroad track and will not be disturbed through grading on-site. Therefore, a <b>less than significant impact</b> 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 Service with implementation of the proposed Project will occur directly, indirectly and cumulatively.</p>				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4c. Response:</b> (Source: City of Riverside GIS/CADME USGS Quad Map Layer, and Biological Resources Studies &amp; Delineation of Jurisdictional Waters and Wetlands for PM 20166, prepared by Jones &amp; Stokes, dated March 2004) )</p> <p><b>Less Than Significant Impact.</b> The Project site is located within an urban built-up area, near existing auto dealerships, and has a history of severe disturbance such that the Project would not have a substantial adverse effect, on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means. The project site has received mechanical alteration in the recent past with the flat areas within the uplands having been cleared of vegetation and reworked. In addition, the rough grading for the previously approved subdivision has already impacted an estimated 0.27 acres of federal jurisdictional waters and wetlands and 0.49 acres of state waters. Therefore, a <b>less than significant impact</b> will occur directly, indirectly and cumulatively to federally protected 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>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4d. Response:</b> (Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage and Biological Resources Studies &amp; Delineation of Jurisdictional Waters and Wetlands for PM 20166, prepared by Jones &amp;</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>
<i>Stokes, dated March 2004))</i>				
<b>Less than Significant Impact.</b> The Project is within an urbanized area and will not result in a barrier 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. Therefore, the Project will have <b>less than significant impacts</b> to wildlife movement directly, indirectly and cumulatively.				
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"/>
<b>4e. Response:</b> <i>(Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual, Burrowing Owl Habitat Assessment prepared by Glenn Lukos Associates, dated September 20, 2013 Biological Resources Studies &amp; Delineation of Jurisdictional Waters and Wetlands for PM 20166, prepared by Jones &amp; Stokes, dated March 2004)</i>				
<b>Less than Significant Impact.</b> 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> .				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4f. Response:</b> <i>(Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, El Sobrante Landfill Habitat Conservation Plan, Burrowing Owl Habitat Assessment prepared by Glenn Lukos Associates on September 20, 2013, and Biological Resources Studies &amp; Delineation of Jurisdictional Waters and Wetlands for PM 20166, prepared by Jones &amp; Stokes, dated March 2004)</i>				
<b>Less Than Significant Impact.</b> A Burrowing Owl Habitat Assessment was prepared for the Project. The Habitat Assessment found the proposed Project to be located within the burrowing owl survey area. The subject site was surveyed for the presence of burrows and/or burrowing owl sign. No burrowing owl or burrowing owl sign was observed at the project site during the habitat assessment. Additionally, no suitable burrows or other mammal species were observed within the property limits, likely as a result of the highly compacted soils. The project is highly unlikely to support burrowing owl; therefore, focused surveys for burrowing owls are not recommended. Therefore, impacts directly, indirectly and cumulatively are <b>less than significant impacts</b> to the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.				

<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>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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**5a. Response:** *(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and, Title 20 of the Riverside Municipal Code*

**Less than Significant with Mitigation.** A Cultural Resources Study, prepared by CRM TECH, for the subject site indicates that no potential historical resources were previously recorded within or adjacent to the project site, and none were encountered during the survey. The only building shown to be present in the project area during the historic period has long since disappeared, and has left no remains to be found today. Of the man-made features noted in the project area, none appears to be more than 50 years old. The report concluded that no historical resources exist within or adjacent to the subject site. However, as the project involves an amendment to the General Plan and Specific Plan, SB18 was initiated by the City. Pursuant to SB 18, Pechanga tribe requested government to government consultation. The Tribe has indicated that the subject site is located in a highly sensitive region of Luiseno territory and the believes that the possibility for recovering subsurface resources during ground-disturbing activities is high. Pechanga is not opposed to this project; however, the Tribe is opposed to any direct, indirect and cumulative impacts this Project may have to traditional tribal cultural resources. Therefore, the Tribe recommend the following mitigation measures:

MM CR 1 – Prior to beginning construction, the project applicant shall retain a City of Riverside qualified archeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

MM CR 2 – At least 30 days prior to beginning project construction, the project applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program and to develop a Cultural Resources Treatment and Monitoring Agreement between the Applicant and Tribe. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

MM CR 3 – Prior to beginning project construction, the Project Archeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archeological monitor to the present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in MM CR 2, the archeological monitor’s authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archeological resources discovered on the property. Tribal and archeological monitors shall be allowed to monitor all grading, excavation and groundbreaking activities, and shall also have the authority to stop and redirect grading activities.

MM CR 4 – If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendants shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement

<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>described in MM CR2.</p> <p>MM CR 5 – The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.</p> <p>MM CR 6 – All cultural materials that are collected during the grading monitoring program and from any previous archeological studies or excavations on the project site, with the exception of sacred items, burial goods and human remains which will be addressed in the Treatment Agreement required in MM CR 2 shall be tribally curated according to the current professional repository standards by the Pechanga Tribe. The collections and associated records shall be transferred, including title, to the Pechanga Tribe’s curation facility which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible.</p> <p>MM CR 7 – If inadvertent discoveries of subsurface archeological/cultural resources are discovered during grading, the developer, the project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code 21083.2(b) avoidance is the preferred method of preservation for archeological resources. If the developer, the project archeologist, and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Community Development Director for Decision. The Community Development Director shall make the determination based on the provisions of CEQA with respect to archeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Community Development Director shall be appealable to the Planning Commission and/or City Council.</p>				
<p>b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5b. Response:</b> <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Cultural Resources Study, prepared by CRM TECH, dated August 2002, and letter from Pechanga Cultural Resources, dated February 27, 2014)</i></p> <p><b>Less than Significant with Mitigation.</b> Refer to 5a. above.</p>				
<p>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5c. Response:</b> <i>(Source: General Plan 2025 Policy HP-1.3, Cultural Resources Study, prepared by CRM TECH, dated August 2002, and letter from Pechanga Cultural Resources, dated February 27, 2014)</i></p> <p><b>Less than Significant with Mitigation.</b> Refer to 5a. above.</p>				
<p>d. Disturb any human remains, including those interred outside of formal cemeteries?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5d. Response:</b> <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Cultural Resources Study, prepared by CRM TECH, dated August 2002, and letter from Pechanga Cultural Resources, dated February 27, 2014)</i></p> <p><b>Less than Significant with Mitigation.</b> Refer to 5a. above.</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>6. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<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><b>No Impact.</b> Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The Project site does contain a known fault line, 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><b>No Impact.</b> 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 will comply 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 Information)</p> <p><b>Less than Significant Impact.</b> The Project site is located in an area with very low potential for liquefaction as depicted in the General Plan 2025 Liquefaction Zones Map – Figure PS-2. Compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction would have <b>less than significant impact</b> 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><b>No Impact.</b> The Project site and its surroundings have generally flat topography and are not located in an area prone to landslides per Figure 5.6-1 of the General Plan 2025 Program Final PEIR. Therefore, there will be <b>no impact</b> related to landslides directly, indirectly and cumulatively.</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"/>

<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>6b. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, and projects over 1 acre: SWPPP)</p>				
<p><b>Less than Significant Impact.</b> 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><b>Less than Significant Impact.</b> The Project is not located on a geologic unit or soil that is unstable and will not cause soil to become unstable. 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 F – 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><b>Less Than Significant Impact.</b> Expansive soil is defined as soils with significant amount of clay particles that have the ability to give up water (shrink) or take on water (swell). Fine grained soils, such as silts and clays, may contain variable amounts of expansive clay materials. When these soils swell, the change in volume exerts significant pressures on loads that are placed on them. This shrink/swell movement can adversely affect building foundations, often causing them to crack or shift, with resulting damage to the buildings they support. Figure 5.6-5 – Soils with High Shrink-Swell Potential of the General Plan 2025 FEIR does not show the subject site as having soils with high shrink-swell potential. Further, the soil types of the subject site include Monserate and Terrace Escartments (See Figure 5.6-4 – Soils of the General Plan 2025 Program Final PEIR), which do not have shrink-swell potential.</p>				
<p>Lastly, a soils and geotechnical report will be required upon submittal of construction plans to the City Building and Safety. Compliance with the recommendations of the soils report and 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)</p> <p><b>No Impact.</b> The proposed Project will be served by existing 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"/>

**7a. Response:** (Source: *Air Quality Analysis prepared by Environmental Impact Sciences, dated September 20, 2013*)

**Less Than Significant Impact.** The SCAQMD has convened a CEQA Significance Threshold Working Group for the purpose of establishing an appropriate threshold for GHG emissions in order to determine the significance or potential significance of a project's regional contribution toward global climate change impacts for California. On September 28, 2010, the SCAQMD put forth a threshold of 3,000 metric tons (Mtons) of carbon dioxide equivalent (CO<sub>2</sub>e) per year for residential, commercial and mixed use projects and a threshold of 10,000 Mtons CO<sub>2</sub>e per year for industrial projects.

**Construction Emissions:**

The Project would result in short-term emissions of greenhouse gases during construction. These emissions are projected using the CalEEMod emissions model and all emissions are within the threshold value and the impact is **less than significant**. The following table lists the estimated greenhouse gas emissions associated with construction of the Project.

<b>Emission Source</b>	<b>Emissions (Metric Tons CO<sub>2</sub>e/Year)</b>
Construction 2014	669.35
Construction 2015	224.04
<b>Threshold</b>	<b>3,000</b>
Exceeds Threshold?	No

**Operation Emissions:**

The Project would result in direct annual emissions of greenhouse gases at build-out. The following table lists the estimated greenhouse gas emissions associated with construction of the Project Direct emissions of CO<sub>2</sub> emitted from operation of the Project are primarily due to energy consumption and mobile source emissions (e.g. motor vehicles).

The Project would also result in indirect greenhouse emissions due to the electricity demands, wastewater treatment needs and solid waste handling. The following table lists estimated greenhouse gas emissions associated with operation of the Project

<b>Operational Emissions Source</b>	<b>Total CO<sub>2</sub>e<sup>1</sup></b>
Mobile Sources	2,189.90
Electricity	393.30
Natural Gas	154.46
Water Use	190.96
Waste Disposal	57055
Operation Total	2,991.13

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact				
<table border="1"> <tr> <td data-bbox="337 331 1117 380">Threshold</td> <td data-bbox="1117 331 1474 380">3,000</td> </tr> <tr> <td data-bbox="337 380 1117 422">Exceeds Threshold?</td> <td data-bbox="1117 380 1474 422">No</td> </tr> </table>	Threshold	3,000	Exceeds Threshold?	No				
Threshold	3,000							
Exceeds Threshold?	No							
<p>As shown in the above tables, the Project would result in greenhouse gas emissions far less than the SCAQMD threshold for residential projects.</p>								
<p>b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
<p><b>7b. Response:</b> <i>(Source: Air Quality Analysis prepared by Environmental Impact Sciences)</i></p>								
<p><b>Less Than Significant Impact.</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 the Response 7a. 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 applicant has indicated the Project would be LEED-certified and would comply with the City’s Green Action Plan. Lastly, the Project would also comply with all SCAQMD applicable rules and regulations during construction of the multi-family structure and, as demonstrated in the Climate Change Analysis, will not interfere with the State’s goals of reducing GhG emission to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GhG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Based upon the prepared Climate Change Analysis for this Project and the discussion above, the Project will not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GhG and thus a <b>less than significant impact</b> will occur directly, indirectly and cumulatively in this regard.</p>								
<p><b>8. HAZARDS &amp; HAZARDOUS MATERIALS.</b></p>								
<p>Would the project:</p>								
<p>a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
<p><b>8a. Response:</b> <i>(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan, and Project Specific - Business Plan, Hazardous Materials Disclosure Report (Phase 1) and Emergency Response Plan prepared for the Emri-Newkirk Properties)</i></p>								
<p><b>No Impact.</b> The proposed Project does not involve the transport, use, or disposal of any hazardous material because the use is 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.</p>								
<p>b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
<p><b>8b. Response:</b> <i>(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan and Project Specific - Business Plan, Hazardous Materials Disclosure Report and Emergency Response Plan prepared for the Emri-Newkirk Properties)</i></p>								
<p><b>No Impact.</b> The proposed Project does not involve the use of any hazardous materials. As such the Project will have <b>no</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>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.				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<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 and Project Specific - Business Plan, Hazardous Materials Disclosure Report and Emergency Response Plan prepared for the Emri-Newkirk Properties)</p> <p><b>No Impact.</b> 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 multi-family residential development and because the use is located approximately 0.4 miles (2,300 feet) from the nearest existing school (Seneca Elementary School in the City of Moreno Valley). 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>				
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?	<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><b>No Impact.</b> 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>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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), RCALUC Determination Letter dated March 31, 2014)</p> <p><b>Less Than Significant Impact.</b> The site is located in Airport Areas I and II of the current March Air Reserve Base Airport Influence Area. The boundaries of Airport Area I are intended to encompass the imaginary approach surfaces and carry the highest volume of air traffic due to the fact that all aircraft have to align with these areas to land or take-off on the runways. Also, noise levels are highest in this area. Due to these factors, Area I prohibits high risk uses, such as urban residential development, based on the high concentration of people. Area II is described as underlying “the general flight paths of the various types of aircraft using the airport” and according to the Plan the hazards in this area are similar to those in Area I. This Area limits residential development to one dwelling unit per 2 ½ acres.</p> <p>A Draft Compatibility Plan for the March Air Reserve Base/ Inland Port Airport is presently undergoing environmental</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>study. Based on this Plan, the subject site would be located within Compatibility Zone D. Zone D is intended as a flight corridor buffer zone at the periphery of the traffic pattern, an area of low risk. Residential densities would not be limited to a specified number of dwelling units per acre in this Zone.</p>				
<p>The Riverside County Airport Land Use Commission considered this Project on March 13, 2014 and the recommendation was to “take no action” in light of the provisions in the Draft Compatibility Plan and evidence that current March operations indicates that the development of this project would not endanger the safety of persons on the ground or aircraft in flight, nor expose its residences to excessive aircraft noise or safety risks.</p>				
<p>The determination to take no action allows the City to take action on the project, without having to proceed through the 45 day overrule process or a supermajority Council vote. Conditions of approval were recommended by ALUC should the City decide to approve the Project. Given ALUC’s determination of No Action, impacts related to hazards from airports are <b>less than significant impacts</b> directly, indirectly and cumulatively.</p>				
<p>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8f. Response:</b> <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, 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))</i></p>				
<p><b>No Impact.</b> 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"/>
<p><b>8g. Response:</b> <i>(Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</i></p>				
<p><b>Less than Significant Impact.</b> The project will be served by existing, improved streets and as part of the project widening of Sycamore Canyon Boulevard to the ultimate street width, and installation of curb, gutter, sidewalk and parkway, will be required in accordance with the General Plan 2025, subject to Public Works specifications. The surrounding streets have been designed to meet the Public Works and Fire Departments’ specifications. As part of the project’s construction, a traffic control plan will be required. Any potential 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> <i>(Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside’s EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)</i></p>				
<p><b>No Impact.</b> The proposed Project is located in an urbanized area where no wildlands exist and the property is no 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>				

<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>9. HYDROLOGY AND WATER QUALITY.</b>				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>9a. Response:</b> (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Project Specific Hydrology Study and/or Water Quality Management Plan prepared by Alliance Engineering).				
<p><b>Less Than Significant Impact.</b> , 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. The project incorporates site design, source controls and treatment control BMPs. The site has been designed to maximize the permeable areas by reducing the number of driveways and installing landscaped buffer areas in front of buildings and around walkways. A majority of the flows from the site will be captured in the on-street gutters and conveyed to retention basins for infiltration. The bio-swales will have no sub-drains, and low flows, as well as increased runoff, will allow percolating where the soil conditions are suitable. 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. These BMPs combined with applicable local, state, and federal laws regulating surface water quality, the proposed project as designed is anticipated to result in <b>less than significant impact</b> directly, indirectly and cumulatively on to any water quality standards or waste discharge.</p>				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<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 and projects of Statewide, Regional or Area-wide Significance: Water Supply Assessment prepared by Alliance Engineering).				
<p><b>No Impact.</b> The proposed project is located within the Riverside South Water Supply Basin. The project is required to connect to the City’s sewer system and comply with all NPDES and WQMP requirements that will ensure the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there will be <b>no impact</b> to groundwater supplies and recharge either directly, indirectly or cumulatively.</p>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>9c. Response:</b> (Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and project specific Water Quality Management Plan)				
<p><b>Less Than Significant Impact.</b> The Project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) prior to grading for the prevention of runoff during construction. Erosion, siltation and other possible pollutants associated with long-term</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>
implementation of projects are addressed as part of the Water Quality Management Plan (WQMP) and grading permit process. Further, the drainage patterns on the site will not be affected by the development of the Project. Therefore, the Project will have a <b>less than significant impact</b> directly, indirectly or cumulatively to existing drainage patterns.				
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9d. Response:</b> <i>(Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Project Specific Water Quality Management Plan)</i></p> <p><b>Less Than Significant Impact.</b> The Project site runoff flows into various areas drain systems that confluence throughout the site at the bio-swales. The bio-swales will allow for overland flow treatment, as well as, infiltration through bio-media, they also function as detention/retention basins for increased runoff mitigation. The proposed development is required to have the building pad elevated above the flood level. Underground storm drains and streets are designed to accommodate the 10-year storm flow from curb to curb, while 100-year storms are accommodated within street right-of-ways. The runoff from the Project in a developed condition has been studied and is required to be attenuated on-site, so although the drainage pattern will be altered the off-site discharge is the same as the undeveloped condition. Therefore, there will be <b>less than significant impact</b> directly, indirectly or cumulatively in the rate or amount of surface runoff that it will not 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> <i>(Source: Preliminary Grading Plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Project Specific Water Quality Management Plan)</i></p> <p><b>Less Than Significant Impact.</b> Within the scope of the Project is the installation of storm water drainage system, specifically as described within the Project description portion of this Project. 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> <i>(Source: Project Specific – Stormwater Pollution Prevention Plan, and Project Specific Water Quality Management Plan)</i></p> <p><b>Less Than Significant Impact.</b> 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. The Project proponent conducted a Preliminary Project Specific Water Quality Management Plan in accordance with City of Riverside requirements and its Municipal Separate Storm System (MS4) permit. The proposed development will increase the amount of impervious surface area in the City. This impervious area includes paved parking</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>areas, sidewalks, roadways, and building rooftops; all sources of runoff that may carry pollutants and therefore has the potential to degrade water quality. . The Project identified pathogens as the pollutant of concern. As such, appropriate site design, source control and treatment control best management practices were incorporated into the Project design to fully address pathogens and other potential and expected pollutants generally associated with a residential land use, such as trash and debris, oil, etc. 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. As the Project has been reviewed by the Public Works Department and appropriate best management practices have been incorporated into the Project design, a <b>less than significant impact</b> to degrading water quality will occur 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9g. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)</p>				
<p><b>Less Than Significant Impact.</b> A review of National Flood Insurance Rate Map (Map Number 06065C0733G Effective Date August 28, 2008) and Figure 5.8-2 – Flood Hazard areas of the General Plan 2025 Program FPEIR, indicates that Project site is located in a 100-year (1% annual chance of flood) flood hazard area. The City Municipal Code, Title 16 Buildings &amp; Construction, Chapter 16.18 Flood Hazard Area &amp; Implementation of National Flood Insurance Program, Sec.16.18.050 requires new construction located within a 100-year flood zone to mitigate flood hazards by including on-site 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. This Project will be required to meet these requirements. Therefore, impacts of flood hazards to the proposed Project will be <b>less than significant</b> directly, indirectly and cumulatively.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9h. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)</p>				
<p><b>Less Than Significant Impact.</b> The proposed Project may affect or be impacted by a 100-year (1% annual chance of flood) flood hazard area as depicted in Figure 5.8-2 – Flood Hazard Areas of the General Plan 2025 Program FPEIR and the National Flood Insurance Rate Map. The grading has been designed to elevate the structures above the base flood elevations (BFE) and as a result, flows have been minimally altered. However, the proposed grading has been designed to accommodate the flows with a <b>less than significant impact</b> to impediment or redirection of flood flows beyond the existing flood hazard area.</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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9i. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)</p>				
<p><b>No Impact.</b> The Project site is not located within or near a flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map Effective Date August 28, 2008) or subject to dam inundation as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. Therefore, the Project will not place a structure within a flood hazard or dam inundation area that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding, as a result of the failure of a levee or dam and therefore, <b>no impact</b> directly, indirectly or cumulatively will occur.</p>				
<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)</p>				
<p><b>No Impact.</b> Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area,</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><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>				
<p><b>10. LAND USE AND PLANNING:</b></p>				
<p>Would the project:</p>				
<p>a. Physically divide an established community?</p>	<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><b>Less Than Significant Impact.</b> The proposed Project has been designed to be consistent with the ‘fit into the pattern of development of the surrounding area’, providing adequate access, circulation and connectivity consistent with the General Plan 2025, and is in compliance with the requirements of the Zoning and Subdivision Codes. Therefore, the Project impacts related to the established community are <b>less than significant</b>.</p>				
<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?</p>	<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, Sycamore Highland 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><b>Less than Significant Impact.</b> The project involves a General Plan Amendment to amend the land use designation of the project site from C - Commercial to VHDR – Very High Density Residential, a Specific Plan Amendment to amend the designation from Commercial and Auto Center to Apartments , an amendment to Title 19 of the Riverside Municipal Code (Zoning Code) to rezone the project site from CG-WC-SP – Commercial General, Water Course and Specific Plan (Sycamore Highlands) Overlay Zone and CG-SP – Commercial General and Specific Plan (Sycamore Highlands) Overlay Zones to R-4– Multiple-Family Residential Zone. The project site is located on the easterly side of Sycamore Canyon Boulevard between Dan Kipper Drive and Lochmoor Drive in the Sycamore Highlands Specific Plan. The subject site is directly across from existing multiple family residential developments and surrounded by vehicle dealerships to the north and south. The project, as proposed, would continue the development pattern of multiple-family residential uses along Sycamore Canyon Boulevard. Further, while the areas north and south of the site consist of commercial development, the project has been designed to provide adequate separation from the existing commercial uses to the north and south. 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>. 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 impacts</b> will result from this Project.</p>				
<p>c. Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<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,</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>
<i>Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines.</i>				
<p><b>No Impact.</b> 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>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)</p>				
<p><b>No Impact.</b> 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)</p>				
<p><b>No Impact.</b> 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>12a. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-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 K – Noise Existing Conditions Report, Title 7 – Noise Code, and Project Specific Noise and Vibration Analysis prepared by Environmental Impact Sciences, dated September 26, 2013)</p>				
<p><b>Less Than Significant Impact with Mitigation.</b> The project site fronts along Sycamore Canyon Boulevard. According to the Noise and Vibration Analysis, prepared by Environmental Impact Sciences, a field survey of the site revealed that the dominant source of noise at the western fence line was from traffic traveling along Sycamore Canyon Boulevard, though the freeway noise was evident in the background. Therefore the analysis assumes that the units proposed near the</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>street and the noise from the freeway will not be notable along the western frontage after project completion. Modeling was prepared for cumulative year 2016 with project traffic for local roads. The results of the modeling indicate that the 65 dBA CNEL falls at a distance of 168 feet from the centerline of travel for Sycamore Canyon Boulevard north of Windemere and 159 feet from the centerline south of Windemere. The western walls of the most proximate structures are approximately 75 feet from the centerline of that roadway and noise is predicted at approximately 70.3 and 69.9 dBA CNEL north and south of Windemere, respectively. These levels are above the 65 dBA CNEL and mitigation is warranted to ensure that interior levels do not exceed 45 dBA in habitable rooms. Impacts will be Less than Significant with Mitigation</p>				
<p>The dwelling units that are to be located toward the eastern side of the project site would be most influenced by the noise generated by vehicles using the I-215/SR-60 Freeway truck, bypass lane. Noise readings were obtained near the site's eastern property line most proximate to the freeway during the 10 a.m. and 11 a.m. hours, and it showed Leq values of 59.9 and 59.6 dBA respectively. The CNEL toward the northeast end of the project site is approximately 63.8 dBA and toward the southeast end is approximately 63.2 dBA. Based on the transportation analysis, ambient growth along the local roads would increase traffic by about 10 percent in 2016 when the project becomes operational. Assuming a similar 10 percent increase along the freeway truck bypass ramp, noise would increase by 0.4 dBA. Noise at the northeast portion of the site would be 64.2 dBA CNEL and at the southeast end would be 63.7 dBA. These levels are less than the 65 dBA CNEL threshold and the impact from on-road vehicle traffic will be less than significant.</p>				
<p>The project site is also in close proximity to the RCTC rail line currently used by BNSF. BNSF currently averages about 3 operations per day along this line and this is not expected to change in the future. Based on a distance of 150 feet to the nearest proposed structures, noise from these operations is projected at 59.0 dBA CNEL. RCTC, however, has plans to run MetroLink service along this line with an estimated 12 operations per day. These trains are estimated to run anytime of the day or night with speed of 65 mph. The noise from future operations is projected at 55.0 dBA CNEL at a distance of 150 feet. Combined these railroad operations are projected to create a noise level of 60.5 dBA at the most proximate structures. The railroad noise is projected at less than 65 dBA CNEL and the impact is less than significant.</p>				
<p>Those dwelling units that are to be located along the eastern perimeter would be subject to the combined noise of the railroad and freeway. Freeway noise is estimated at 64.2 and 63.7 dBA CNEL at the northeast and southeast corners of the project site, respectively. The addition of the railroad noise would elevate these levels to 65.7 and 65.4 dBA CNEL, respectively. These levels are above the 65 dBA CNEL and mitigation is warranted to ensure that interior levels do not exceed 45 dBA CNEL in habitable rooms.</p>				
<p>Separate mitigation is presented for those dwelling units fronting along Sycamore Canyon Boulevard and those units fronting along the northeastern and eastern property lines.</p>				
<p>MM Noise 1 - The following mitigation measures shall be applied to those dwelling units that front along Sycamore Canyon Boulevard.</p>				
<ul style="list-style-type: none"> <li>◆ Include forced air ventilation designed and installed in accordance with the California Uniform Building Code.</li> <li>◆ Exterior fittings that enter the structures (e.g., electrical conduits, HVAC ducts) shall be sealed with caulk such that the fittings are rendered airtight. Metal ductwork exposed to the exterior environment shall be enclosed and insulated to avoid noise transference through the ducting.</li> <li>◆ The contractor shall specify a minimum Sound Transmission Class (STC) rating of 30 for all west-facing window. Door assemblies shall be equipped with weather stripping to seal any air leaks.</li> <li>◆ Western-facing, exterior balconies or dedicated patio areas shall extend no more than 6 feet from the structure.</li> <li>◆ The Applicant shall abide by such other measures as may be set forth by the City of Riverside</li> </ul>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Planning Department for noise mitigation.</p>				
<p>MM Noise 2 - The following measures shall be applied to those units that front along the northeastern and eastern property lines.</p> <ul style="list-style-type: none"> <li>◆ Include forced air ventilation designed and installed in accordance with the California Uniform Building Code.</li> <li>◆ Exterior fittings that enter the structures (e.g., electrical conduits, HVAC ducts) shall be sealed with caulk such that the fittings are rendered airtight. Metal ductwork exposed to the exterior environment shall be enclosed and insulated to avoid noise transference through the ducting.</li> <li>◆ The contractor shall specify a minimum Sound Transmission Class (STC) rating of 30 for all east-facing window. Door assemblies shall be equipped with weather stripping to seal any air leaks.</li> <li>◆ Eastern-facing, exterior balconies or dedicated patio areas shall extend no more than 6 feet from the structure.</li> <li>◆ The Applicant shall abide by such other measures as may be set forth by the City of Riverside Planning Department for noise mitigation.</li> </ul>				
<p>b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><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 K – Noise Existing Conditions Report and Project Specific Noise and Vibration Analysis prepared by Environmental Impact Sciences, dated September 26, 2013)</i></p> <p><b>Less Than Significant Impact.</b> Construction related activities although short term, are the most common source of ground borne noise and vibration that could affect occupants of neighboring uses. While intermittent, train vibration is also a significant source of ground borne noise and vibration. Since this project is located next to railroad tracks and will involve short-term construction activities, a noise and vibration analysis was prepared by Environmental Impact Sciences on September 26, 2013. According to the Analysis, the FTA sets a criterion of 80 VdB (vibration decibels) for vibration impact from “infrequent events,” defined as less than 70 events per day on “Category 2” receptors, including “residences and buildings where people normally sleep. FTA’s “Transit Noise and Vibration Impact Assessment” (Figure 10-1) indicates that for freight operations, this level occurs are a distance of about 90 feet from the railroad tracks. For the MetroLink, this distance would occur within about 15 feet of the tracks. Any residential units located beyond this 90-foot distance would not exceed federal criterion. With the nearest proposed units located at a distance of about 150 feet from the rail line, the resulting impact is less than significant.</p> <p>Vibration within the structures is further reduced by the mass of the structure. The FTA’s “Transit Noise and Vibration Impact Assessment” (Table 10-1) indicates that 2-4 story masonry structures have an additional attenuation of 10 VdB. Vibration levels would not exceed applicable standards and the impact is less than significant.</p> <p>The noise and vibration analysis has assessed the potential for noise and ground borne vibration impacts related to noise land use compatibility, construction-related noise on-site stationary noise sources, and vehicular-related noise. The noise and vibration analysis found the Project to be in compliance with the City’s noise standards and found impacts related to ground borne vibration and ground borne noise levels as a result of the Project to be <b>less than significant</b> directly, indirectly and cumulatively.</p>				
<p>c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</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>12c. 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 K – Noise Existing Conditions Report, Title 7 – Noise Code, and Project Specific Noise and Vibration Analysis prepared by Environmental Impact Sciences, dated September 26, 2013)</p>				
<p><b>Less Than Significant Impact.</b> To determine whether the proposed Project would result in a permanent increase in ambient noise levels, a noise study was prepared by Environmental Impact Sciences on September 26, 2013. According to the Analysis, long-term impacts could be significant if the proposed project were to create activities or generates a volume of traffic that would substantially raise the ambient noise levels. As discussed above, a substantial increase is defined as 3 dBA CNEL.</p>				
<p>In accordance with the transportation analysis, the project would add 1,829 ADT with site occupancy in Year 2016. Table N-7 (Existing versus With Project Traffic-Generated Noise Levels) shows the project-related increase in noise to the existing levels along the local roadways. The greatest increase would be to the north of the project site where the noise could increase by 0.3 dBA CNEL. This level is well under the 3-dBA threshold and the impact is less than significant. Therefore, 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12d. Response:</b> (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix K – Noise Existing Conditions Report and Project Specific Noise and Vibration Analysis prepared by Environmental Impact Sciences, dated September 26, 2013)</p>				
<p><b>Less Than Significant Impact.</b> The primary source of temporary or periodic noise associated with the proposed Project is from construction activity and maintenance work. Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines, truck deliveries and hauling. Both the General Plan 2025 and Municipal Code Title 7 (Noise Code) limit construction activities to specific times and days of the week and during those specified times, construction activity is subject to the noise standards provided in the Title 7. Considering the short-term nature of construction and the provisions of the Noise Code, the temporary and periodic increase in noise levels due to the construction which may result from the Project are, therefore, considered <b>less than significant</b> directly, indirectly and 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 expose people residing or working in the project area to excessive noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12e. Response:</b> (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contour, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP, 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) and Project Specific Noise Study/Acoustical Analysis prepared by Environmental Impact Sciences)</p>				
<p><b>Less Than Significant Impact.</b> Refer to Response 8e. above. Although the proposed Project is located within an airport land use plan and within two miles of a public airport, the proposed Project is not located within any of the airport noise contour areas as depicted on Figures N-8 and N-9 of the Noise Element of the General Plan 2025. For this reason, the</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>
Project would not expose people residing or working in the project area to excessive noise levels related to airport noise. Therefore, impacts will be <b>less than significant</b> directly, indirectly and cumulatively on people residing or working in the project area to excessive noise levels.				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>12f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, 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><b>No Impact.</b> 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>				
<b>13. POPULATION AND HOUSING.</b>				
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>13a. Response:</b> (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><b>Less than Significant Impact.</b> The Project involves the construction of a 275 unit multiple family residential development which will directly induce population growth. While the project proposes to change the General Plan land use designation from Commercial to Very High Density Residential, and amend the designation of the Specific Plan from Commercial and Auto Center to Apartments, 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>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13b. Response:</b> (Source: CADME Land Use 2003 Layer)</p> <p><b>No Impact.</b> The Project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the Project site is proposed on vacant land that has no existing housing that will be removed or affected by the proposed Project. Therefore, there will be <b>no impact</b> on existing housing either directly, indirectly or cumulatively.</p>				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13c. Response:</b> (Source: CADME Land Use 2003 Layer)</p> <p><b>No Impact.</b> The Project will not displace any people, necessitating the construction of replacement housing elsewhere because the Project site is proposed on a vacant land that has no existing housing or residents that will be removed or</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>
affected by the proposed Project. Therefore, this Project will <b>have no impact</b> on people, necessitating the need for replacement housing either directly, indirectly or cumulatively.				
<b>14. PUBLIC SERVICES.</b>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<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)				
<b>Less Than Significant Impact.</b> The project consists of 275 residential units. Adequate fire facilities and services are provided by Station 13 located at 6490 Sycamore Canyon Boulevard 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)				
<b>Less than Significant Impact.</b> The project consists of 275 residential units. Adequate police facilities and services are provided by East Neighborhood Policing Center as necessary 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)				
<b>Less Than Significant Impact.</b> The project consists of 275 residential units. Adequate school facilities and services are provided by the 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 the 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)				
<b>Less Than Significant Impact.</b> The project consists of 275 residential units. Adequate park facilities and services are provided in the Canyon Crest 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,				

<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>
there will be less than significant impacts 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"/>
<p><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)</p>				
<p><b>Less than Significant Impact.</b> The project consists of 275 residential units. Adequate public facilities and services, including libraries and community centers, are provided in the Canyon Crest Neighborhood to serve this Project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Park and Recreation and Community Services and Library practices, there will be <b>less than significant impacts</b> on the demand for additional public facilities or services either directly, indirectly or cumulatively.</p>				
<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"/>
<p><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)</p>				
<p><b>Less Than Significant Impact.</b> The proposed Project is consistent with the adopted General Plan 2025 and will provide developed recreational area as part of the project approvals at the discretion of the Recreation and Community Services Department. The Project will increase the use of a new recreational facility with an enhanced entry experience along Sycamore Canyon Blvd. Its large lit palms and rich paving materials will draw visitors and residents alike to the numerous recreational amenities. The recreational amenities provided within the landscape program will be consistent with the adopted General Plan 2025. Therefore, this project will have a <b>less than significant impact</b> directly, indirectly or cumulatively.</p>				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Less Than Significant Impact.</b> The Project will include a new recreational area which includes: a large pool, spa, sundeck, canvas cabanas, an entertainment plaza with opportunities for dining, outdoor kitchen area for cooking, a barbecue node, and intimate outdoor area with gaming. These amenity elements are provided within the landscape program to provide a fantastic quality of life for the residents and therefore, there will be <b>less than significant impact</b> 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>16. TRANSPORTATION/TRAFFIC.</b> Would the project result in:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance 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> (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 L – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, and if required/recommended by the City’s Traffic Engineer: Project Specific Traffic Impact Analysis prepared by Linscott Law &amp; Greenspan Engineers)</p> <p><b>Less than Significant Impact.</b> Roadway capacity is adequate to accommodate the projected traffic volumes, of the proposed project. As determined by the City Traffic Engineer or Traffic Impact Analysis prepared for the proposed project, the proposed project will operate at LOS B which is better than the required LOS D. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16b. Response:</b> (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 L – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP)</p> <p><b>No Impact.</b> The Project site does not include a state highway or principal arterial within Riverside County’s Congestion Management Program (CMP) and the Project is consistent with the Transportation Demand Management/Air Quality components of the Program; therefore, there is <b>no impact</b> either directly, indirectly or cumulatively to the CMP.</p>				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<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>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))</p>				
<p><b>Less Than Significant Impact</b>–The site is located in Airport Areas I and II of the current March Air Reserve Base Airport Influence Area. The Riverside County Airport Land Use Commission considered this Project on March 13, 2014 and the recommendation was to TAKE NO ACTION in light of the provisions in the Draft Compatibility Plan and evidence that current March operations indicates that the development of this project would not endanger the safety of persons on the ground or aircraft in flight, nor expose its residences to excessive aircraft noise or safety risks. The determination to take no action allows the City to take action on the project, without having to proceed through the 45 day overrule process or a supermajority Council vote. Conditions of approval were recommended by ALUC should the City decide to approve the Project to ensure greater compatibility and safety with the MARB airport. Compliance with these conditions will ensure that the Project will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. As such and therefore, this Project will have a <b>less than significant impact</b> directly, indirectly or cumulatively on air traffic patterns.</p>				
<p>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16d. Response:</b> (Source: Project Site Plans, Lane Striping and Signing Plans and if required/recommended by the City's Traffic Engineer: Project Specific Traffic Impact Analysis prepared by Linscott Law &amp; Greenspan Engineers)</p>				
<p><b>Less Than Significant Impact.</b> The proposed Project is compatible with adjacent surrounding 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 a condition of approval, modification to the existing median along Sycamore Canyon Blvd. will provide a 100-foot southbound left-turn pocket at the proposed Project driveway. In addition, the construction of a second northbound lane on Sycamore Canyon Blvd. along the Project frontage and the installation of a STOP” sign and stop bar at the project driveway will ensure adequate access and egress to the Project sit. With these revisions this Project will, therefore have a <b>less than significant impact</b> on increasing hazards through design or incompatible uses either directly, indirectly or cumulatively.</p>				
<p>e. Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16e. Response:</b> (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code and if required/recommended by the City's Traffic Engineer: Project Specific Traffic Impact Analysis prepared by Linscott Law &amp; Greenspan Engineer)</p>				
<p><b>Less Than Significant Impact.</b> 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. The proposed southerly driveway along Sycamore Canyon Blvd will provide emergency only access to the Project site, and therefore the Project will have a <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
<p>f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><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!)</p>				
<p><b>Less Than Significant Impact.</b> The proposed Project as designed is not in conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). The proposed Project will provide bike</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>
racks and bike paths throughout the development and accessibility to existing bus shelters. Therefore, the proposed Project impacts related to adopted policies, plans or programs supporting alternative transportation are <b>less than significant</b> directly, indirectly and cumulatively.				
<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"/>
<p><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)</p> <p><b>Less Than Significant Impact.</b> All new development is required to comply with all provisions of the NPDES program and the City’s Municipal Separate Sewer Permit (MS4), as enforced by the Regional Water Quality Control Board (RWQCB). Therefore, the proposed Project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system within the City. Because the proposed Project is required to adhere to the above regulations related to wastewater treatment, the Project will have a <b>less than significant impact</b>.</p>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>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><b>No Impact.</b> The Project will not result in the construction of new or expanded water or wastewater treatment facilities. The Project is consistent with the Typical Growth Scenario of the General Plan 2025 where future water and wastewater generation was determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I, 5.16-J and 5.16-K of the General Plan 2025 Final PEIR). Therefore, the Project will have <b>no impact</b> resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17c. Response:</b> (Source: FPEIR Figure 5.16-2 - Drainage Facilities)</p> <p><b>Less Than Significant Impact.</b> The proposed Project will result in an increase of impervious surface areas. However, the site has been designed to maximize the permeable areas and reduce the amount of permeable surfaces by reducing the number of driveways and installing landscaped buffer areas in front of buildings and around walkways. The increased in impervious surface area will generate increased storm water flows with potential to impact drainage facilities and require the provision of additional facilities. However, the Subdivision Code (Title 18, Section 18.48.020) requires drainage fees</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>
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 impact</b> on existing storm water drainage facilities that would not require the expansion of existing facilities directly, indirectly or cumulatively.				
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><b>Less than Significant Impact.</b> The subject site is served by Western Municipal Water District (WMWD). A letter dated October 3, 2013, from WMWD indicates no objection to this proposal and provided specific conditions of approval to ensure compliance with the Metropolitan Water District’s Plan for Water Use Guideline requirements for water use efficiency. Project will not exceed expected water supplies. While the project proposes to change the General Plan land use designation from Commercial to Very High Density Residential and amend the designation of the Specific Plan from Commercial and Auto Center to Apartments, 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>				
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 checked="" type="checkbox"/>	<input 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><b>Less than Significant Impact.</b> 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 Commercial to Very High Density Residential and amend the designation of the Specific Plan from Commercial and Auto Center to Apartments, 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</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>
<i>Generation from the Planning Area)</i>				
<b>No Impact.</b> The Project is consistent with the General Plan 2025 Typical Build-out Project level where future landfill capacity was determined to be adequate (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, <b>no impact</b> to landfill capacity will occur directly, indirectly or cumulatively.				
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"/>
<b>17g. Response:</b> ( <i>Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study</i> )				
<b>No Impact.</b> 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.				
<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>18a. Response:</b> ( <i>Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, and Habitat Assessment prepared by Environmental Impact Sciences, FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Title 20 of the Riverside Municipal Code, and site specific Cultural Resources Survey prepared by Environmental Impact Sciences</i> )				
<b>Less Than Significant Impact with Mitigation.</b> 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 with mitigation</b> .				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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>
projects, and the effects of probable future projects)?				
<b>18b. Response:</b> (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)				
<b>Less Than Significant Impact.</b> Because the Project is consistent with the General Plan 2025, no new cumulative impacts are anticipated and therefore cumulative impacts of the proposed Project beyond those previously considered in the GP 2025 FPEIR are <b>less than significant</b> .				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>18c. Response:</b> (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)				
<b>Less Than Significant Impact with Mitigation.</b> Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology & 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 with mitigation</b> .				

**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
<b>Air Quality</b>	<b>MM AQ-1:</b> Painting and surface coating shall be limited to an aggregate area of no more than 25,390 square feet per day during any phase of construction; or paints and surface coatings shall be limited to a VOC content of no more than 17 milligrams per liter of VOC content.	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.
	<b>MM AQ 2:</b> 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.	Prior to issuance of grading and/or building permits.	Building & Safety Division Public Works Department	Proof of power source to be provided from electric service provider.

<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
	<p><b>MM AQ 3:</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>	Public Works Department	Construction Inspection.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
Cultural Resources	<p><b>MM CR 1</b> – Prior to beginning construction, the project applicant shall retain a City of Riverside qualified archeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.</p>	<p>Prior to Construction or Grading</p>	<p>Planning Division and Public Works Department</p>	<p>Compliance with Project Conditions of Approval</p>
	<p><b>MM CR 2</b> – At least 30 days prior to beginning project construction, the project applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program and to develop a Cultural Resources Treatment and Monitoring Agreement between the Applicant and Tribe. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.</p>	<p>At least 30 days prior to beginning project construction</p>	<p>Planning Division Public Works Department Pechanga Tribe</p>	<p>Compliance with Project Conditions of Approval</p>
	<p><b>MM CR 3</b> – Prior to beginning project construction, the Project Archeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archeological monitor to the present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in MM CR 2, the archeological monitor’s authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe</p>	<p>Prior to Construction or Grading</p>	<p>Planning Division Pechanga Tribe</p>	<p>Issuance of Grading Permit</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>in order to evaluate the significance of any archeological resources discovered on the property. Tribal and archeological monitors shall be allowed to monitor all grading, excavation and groundbreaking activities, and shall also have the authority to stop and redirect grading activities.</p>			
	<p><b>MM CR 4</b> – If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendants shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in MM CR2.</p>	<p>During Grading and Construction</p>	<p>Planning Division</p>	
<p><b>Cultural Resources</b></p>	<p><b>MM CR 5</b> – The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.</p>	<p>Site Specific Environmental Review</p>	<p>Planning Division Appropriate Tribe</p>	<p>Compliance with Project Conditions of Approval</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p><b>MM CR 6</b> – All cultural materials that are collected during the grading monitoring program and from any previous archeological studies or excavations on the project site, with the exception of sacred items, burial goods and human remains which will be addressed in the Treatment Agreement required in MM CR 2 shall be tribally curated according to the current professional repository standards by the Pechanga Tribe. The collections and associated records shall be transferred, including title, to the Pechanga Tribe’s curation facility which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible.</p>	<p>During Grading and Construction</p>	<p>Planning Division Appropriate Tribe</p>	<p>Compliance with Project Conditions of Approval</p>
<p><b>Noise</b></p>	<p><b>MM Noise 1</b> - The following mitigation measures shall be applied to those dwelling units that front along Sycamore Canyon Boulevard.</p> <ul style="list-style-type: none"> <li>◆ Include forced air ventilation designed and installed in accordance with the California Uniform Building Code.</li> <li>◆ Exterior fittings that enter the structures (e.g., electrical conduits, HVAC ducts) shall be sealed with caulk such that the fittings are rendered airtight. Metal ductwork exposed to the exterior environment shall be enclosed and insulated to avoid noise transference through the ducting.</li> <li>◆ The contractor shall specify a minimum Sound Transmission Class (STC) rating of 30 for all west-facing windows. Door assemblies shall be equipped with weather stripping to seal any air leaks.</li> <li>◆ Western-facing, exterior balconies or dedicated patio areas shall extend no more than 6 feet from the structure.</li> <li>◆ The Applicant shall abide by such other</li> </ul>	<p>During Plan Check Review Process</p>	<p>Planning Division Building and Safety Division</p>	<p>Compliance with Project Conditions of Approval.</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	measures as may be set forth by the City of Riverside Planning Division for noise mitigation.			
	<p>MM Noise 2 - The following measures shall be applied to those units that front along the northeastern and eastern property lines.</p> <ul style="list-style-type: none"> <li>◆ Include forced air ventilation designed and installed in accordance with the California Uniform Building Code.</li> <li>◆ Exterior fittings that enter the structures (e.g., electrical conduits, HVAC ducts) shall be sealed with caulk such that the fittings are rendered airtight. Metal ductwork exposed to the exterior environment shall be enclosed and insulated to avoid noise transference through the ducting.</li> <li>◆ The contractor shall specify a minimum Sound Transmission Class (STC) rating of 30 for all east-facing windows. Door assemblies shall be equipped with weather stripping to seal any air leaks.</li> <li>◆ Eastern-facing, exterior balconies or dedicated patio areas shall extend no more than 6 feet from the structure.</li> <li>◆ The Applicant shall abide by such other measures as may be set forth by the City of Riverside Planning Division for noise mitigation.</li> </ul>	During Plan Check Review Process	Planning Division Building and Safety Division	Compliance with Project Conditions of Approval.