

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

**JURUPA AVENUE STREET EXTENSION FROM THE
TRACT 28987 BOUNDARY TO RUTLAND AVENUE**

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1.0 INTRODUCTION

The proposed Jurupa Avenue Extension project is located in the north portion of the City of Riverside, in the County of Riverside (**Refer to Figure 1**) and involves the extension of Jurupa Avenue a four-lane arterial highway, from the boundary of Tract 28987 to Rutland Avenue. Tract 28987 and its mitigated negative declaration were approved on July 8, 2003. (**Refer to Figures 2 and 2a**) This subject extension is the final 272 lineal feet to complete final entitlements to construct Jurupa Avenue from Tyler Street to Van Buren Boulevard. The project also includes a storm drain culvert improvements and the extension of water and sewer facilities that will serve Tract 28987.

A Mitigated Negative Declaration was adopted on the Jurupa Avenue Extension from between Van Buren Boulevard and Tyler in February 2001. (**Refer to Figure 2b**). The portion of the project that encompasses Jurupa Avenue from the east side of the Hole Lake Dam/Crossing to Van Buren Boulevard was completed in 2003 (**Refer to Figure 2c**). At the tail end of 2009 it was determined by the City of Riverside that in order to complete construction of the portion of Jurupa Avenue from Bradford Street through the crossing of the Hole Lake Dam/Crossing (**Refer to Figure 2d**) an updated Initial Study and Mitigated Negative Declaration had to be prepared to meet the current guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, the project was phased and a Mitigated Negative Declaration was approved by the City Council in July of 2010, which addressed the potential for direct, indirect and cumulative environmental effects associated with the portion of the project from Rutland Avenue to Bradford Street (median and overlays) and from Bradford Street to the Hole Lake/Dam Crossing. That project was completed in September, 2012.

This subject proposed 272 Lineal feet of Jurupa Avenue comprises the final piece of the original 2001 City of Riverside Project to complete Jurupa Avenue from Tyler Street to Van Buren Avenue. The subject project consists of 42,992 square feet of disturbed property, which is comprised of the new street improvements and storm drain/grading improvements, as well as new pavement on existing graded aggregate base.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA, this Initial Study has been prepared to analyze the proposed project in order to identify any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with Section 15063 of the CEQA Guidelines, as amended, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Riverside (the City), in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, a Mitigated Negative Declaration or an Environmental Impact Report would be appropriate for the project. The purpose of this Initial Study is to inform the City decision-makers, affected agencies and the public of potential environmental impacts associated with construction of the proposed project.

This Initial Study will undergo a 30-day public review period. During this review, comments from the public and affected agencies relative to environmental issues are to be submitted to the City. The City will review and consider all comments as part of the project's environmental analysis, as required by Section 15082 of the CEQA Guidelines, as amended. The comments received with regard to the Initial Study will be included in the project environmental document, for consideration by the City.

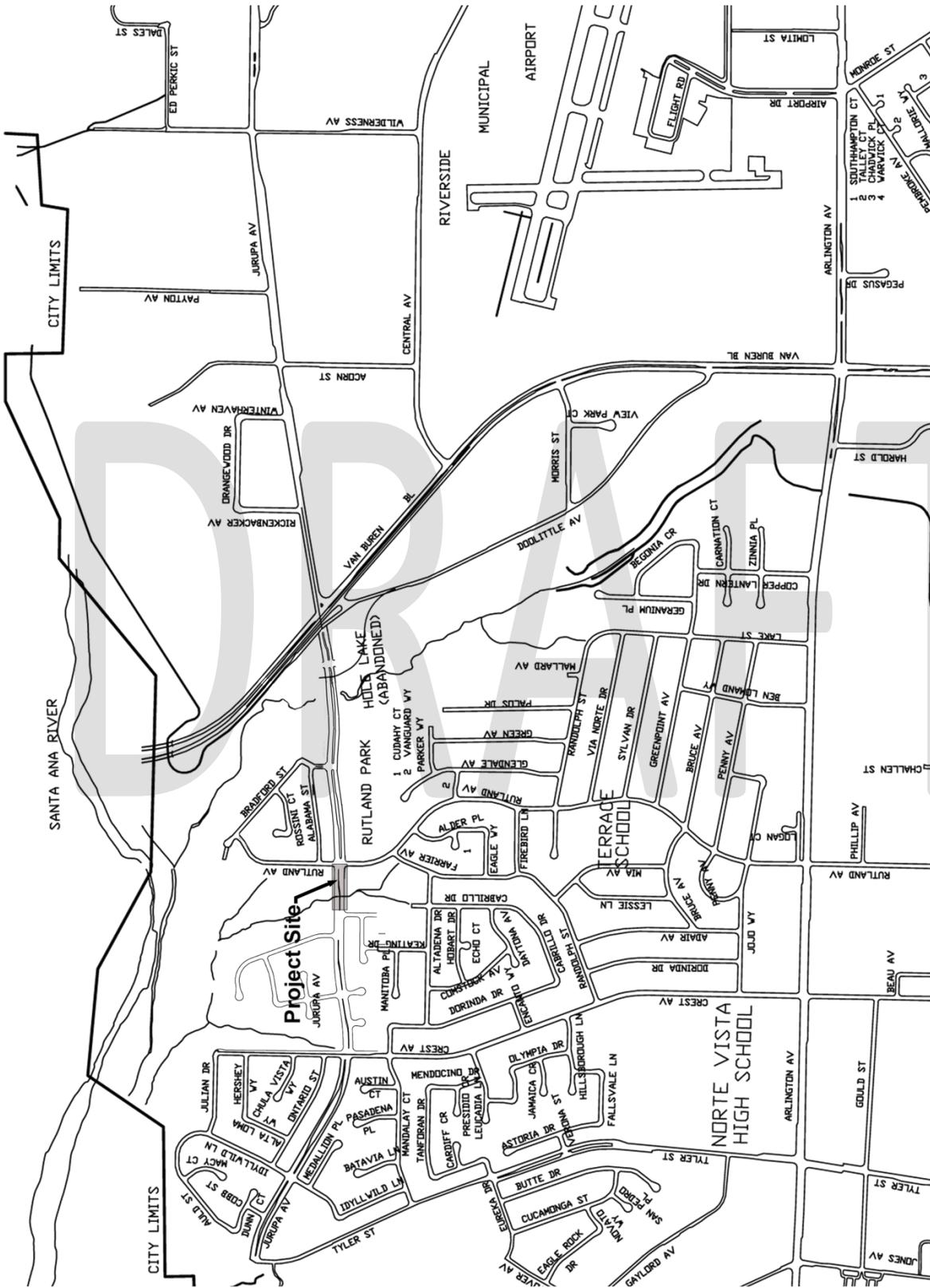


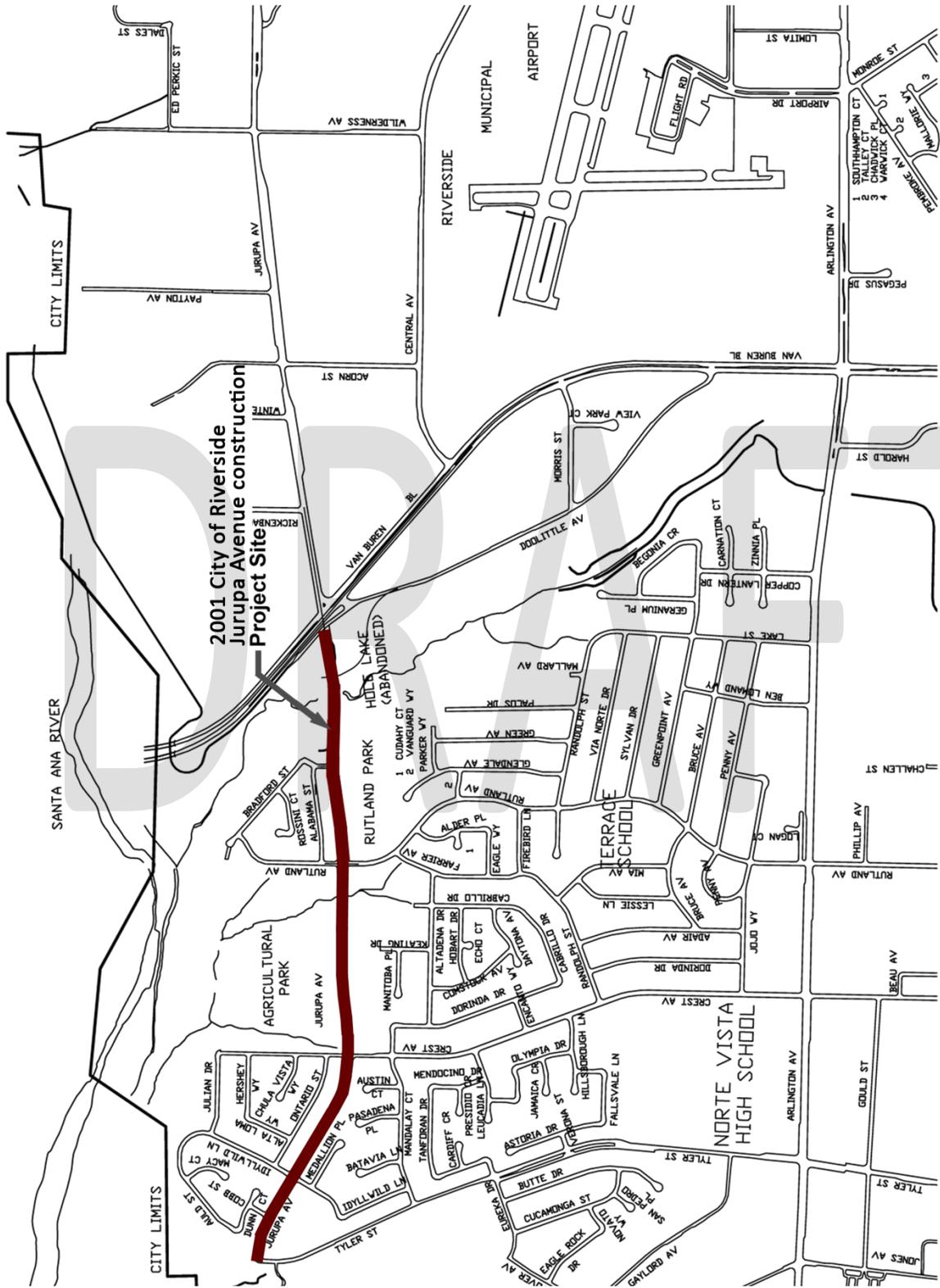
Figure 2 - Site Vicinity Map

Jurupa Avenue Extension - From the
Tract 28987 Boundary to Rutland Avenue



Figure 2a - Detailed Site Vicinity Map
Jurupa Avenue Extension - From the
Tract 28987 Boundary to Rutland Avenue





**Figure 2b - City 2001 Jurupa Construction Project
Jurupa Avenue Extension - From the Tract
28987 Boundary to Rutland Avenue**



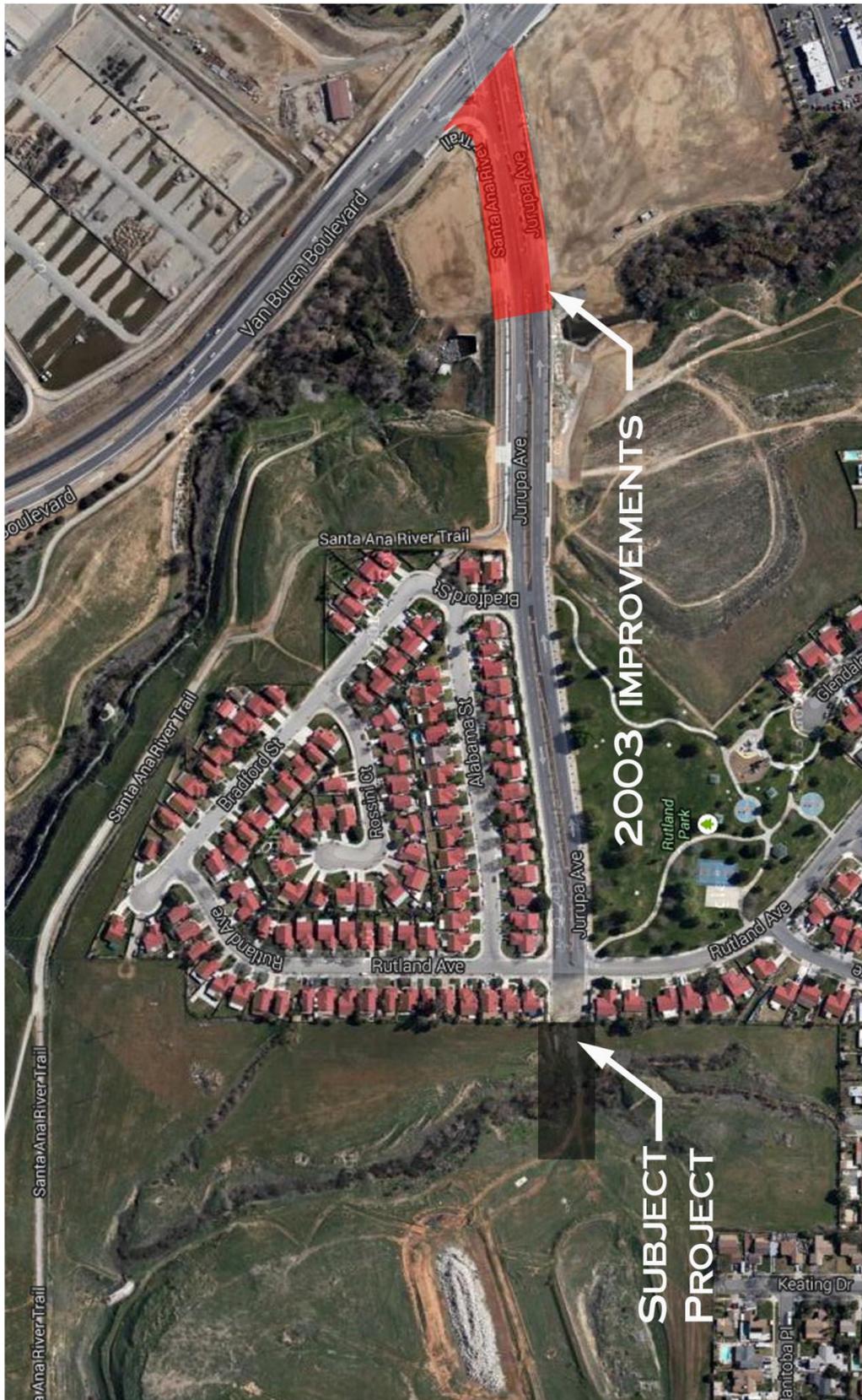


Figure 2c- 2003 Jurupa Avenue Improvements
Jurupa Avenue Extension - From the
Tract 28987 Boundary to Rutland Avenue





Figure 2d- 2012 Jurupa Avenue Improvements
Jurupa Avenue Extension - From the
Tract 28987 Boundary to Rutland Avenue



1.2 CONSULTATION

In accordance with Section 15063 (g) of the CEQA Guidelines, as soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared.

- Consultation was performed on the Jurupa Avenue Extension-Van Buren Boulevard to Tyler Street, in achieving the Mitigated Negative Declaration for Jurupa Avenue Extension, approved March 6, 2001.
- Consultation was performed on the proposed Mitigated Negative Declaration prepared for proposed Tract 28987, adjacent to and conditioned for the subject extension, July 8, 2003.
- Consultation was performed with the U.S. Army Corps of Engineers – Los Angeles District (USACE) in July 2003 for the initial site cleanup. A letter of “no permit required” was issued by the USACE July 28, 2003.
- Consultation was performed with the USACE for continued site cleanup and a temporary discharge 0.006 acre fill for an access stream crossing (in the location of the subject project). The USACE issued a nationwide permit NW14 and NW33 February 5, 2004.
- Consultation was performed with the USACE for continued site cleanup and a discharge of fill onto 0.185 acre of waters of the U.S.(a portion within the area of this subject project) and a temporary discharge fill onto 0.355 acre of waters of the U.S. a Nationwide Permit Authorization letter dated, June 22, 2006 was issued by the USACE.
- Consultation was performed on the proposed Tract Mitigated Negative Declaration prepared for proposed Tract 31541, adjacent to, northerly and southerly of the subject extension, April 11, 2006. On November 30, 2007 the approvals for Tract 31541 were rescinded by the City of Riverside. (see detailed project background)
- Consultation was performed on the (64.3 acre) site cleanup beginning in July of 2003, California Department of Fish and Game in receiving a Streambed Alteration Agreement-Notification No. 1600-2003-5019-R6 (executed in July 2004), re-consulted in July 2005. Said agreement expired in July of 2009.
- Consultation with the State Department of Toxic Substance Control (DTSC) for the (64.3 acre) site cleanup in 2003, 2006, 2009 and 2013. DTSC over site of the cleanup project has been continuous throughout the process.
- Consultation was performed with the US Fish and Wildlife Service and the California Department of Fish and Game, collectively the ‘Wildlife Agencies’ in 2005/2006 for the 64.3 acre site cleanup, in accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Response letter from the Wildlife Agencies dated February 23, 2006.

- Consultation was performed with the California Regional Water Quality Control Board – Santa Ana Region (CRWQCB) for the 64.3 acre site cleanup in 2006 in receiving a 401 Water Quality Standards Certification. Response certification letter from the CRWQCB (USACE Reference No. 200600256-DPS) dated March 13, 2006.
- Consultation was performed with the California Regional Water Quality Control Board – Santa Ana Region (CRWQCB) for the 64.3 acre site cleanup in 2009, Storm Water Pollution Prevention - WDID 8 33C323025
- Consultation has initiated with USACE for subject extension project. An Application for a non-notifying Nationwide Permit 14 has been submitted to the USACE. The proposal is to fill approximately 0.080 acres of Federal Jurisdictional Waters, as indicated in reference Wetlands Jurisdictional Delineation Report, dated July 9, 2013.
- Consultation has initiated with the California Department of Fish and Wildlife (CDFW) for subject extension project. A Notification of Lake or Streambed Crossing has been submitted to the CDFW for this subject extension project. The proposal is to permanently impact 0.20 acres of CDFW Jurisdictional area.
- Consultation has initiated with the California Regional Water Quality Control Board – Santa Ana Region (CRWQCB) for the subject project. The proposal is to obtain a new revised or updated 401 Water Quality Standards Certification.

1.3 **INCORPORATED BY REFERENCE**

The reference documents listed below were utilized during the preparation of this Initial Study. These documents are available for review at the City of Riverside Planning Department, located at 3900 Main Street, 3rd Floor Riverside, CA 92522. The following outlines the applicable documents.

City of Riverside General Plan 2025 – The City of Riverside General Plan 2025, adopted in November of 2007, is a policy document designed to give long range guidance for decision-makers. It represents the official statement of the City's physical development as well as its economic, social and environmental goals. The Circulation and Community Mobility (CCM) Element within the General Plan 2025 describes the location and extent of planned circulation facilities and services and identifies standards for those facilities. The CCM Element outlines the long term plan for roadways, including the number of lanes, rights-of-way and general operating conditions. The proposed Jurupa Avenue Extension is consistent with the CCM and other applicable elements of the City's General Plan 2025. The CCM designates Jurupa Avenue, in the project area, as a four lane, 110 foot wide Arterial Highway.

City of Riverside General Plan 2025 Program Final Program Environmental Impact Report - The Final Program Environmental Impact Report (PEIR) for the City of Riverside General Plan 2025 Program, certified in November, 2007, was prepared to identify the significant environmental impacts related to the adoption and implementation of the General Plan 2025 Program, to identify alternatives to the program and to indicate the manner in which any significant effects can be mitigated or avoided.

EP-007-001, Initial Study, Notice of Determination & Mitigated Negative Declaration for the Construction of Jurupa Avenue between Van Buren Boulevard and Crest Avenue and to add improvements to portions of Jurupa Avenue between Van Buren Boulevard and Tyler Street, approved March 6, 2001 – The Jurupa Avenue Extension Project from Van Buren Boulevard to Tyler Street adopted a Mitigated Negative Declaration (MND) on March 6, 2001. This document was used herein as an ‘earlier analyses’, pursuant to the CEQA process, where an effect has been adequately analyzed in the previous negative declaration. Section 15063(c) (3) (D).

P03-0041/P03-0042/P03-0086, Proposed Tract 28987, for that 63.4 ac. property situated on both sides of the future extension of Jurupa Avenue, between Crest and Rutland Avenues from the RA – Residential Agriculture Zone to the R-1-65 Zone/Proposed General Plan Amendment for said property, to amend the land use from Public Parks (PKP) to Medium Density Residential (RMD) & Proposed Tract Map 28987, Notice of Determination & Initial Study, Mitigated Negative Declaration, approved July 8, 2003 – Tentative Tract 28987 consists of 113 single family lots, an open space lot and a remainder lot located on approximately 63.4 acres, situated on the north and south side of Jurupa Avenue, between Crest Avenue and Rutland Avenue. The project included an analysis for a rezone and a General Plan Amendment. This document is referred to as an “earlier analyses”

Cultural Resources Investigation for the proposed Tract 28987, in the City of Riverside, Riverside County, California, dated January 5, 2003 – Prepared by, Thomas Leslie Corporation. The investigation was completed in compliance with the California Environmental Quality Act (CEQA) and as required by the City of Riverside.

Biological Assessment for the proposed Tract 28987, in the City of Riverside, Riverside County, California, dated April 18, 2003 – Prepared by, Thomas Leslie Corporation. The investigation was completed in compliance with the California Environmental Quality Act (CEQA) and as required by the City of Riverside.

Riverside Gateway Partnership Commercial Development Traffic Analysis, City of Riverside, California, dated June 12, 2002 – Prepared by Urban Crossroads. This Traffic analysis was prepared for the Riverside Gateway Partnership’s commercial project. This project is in the vicinity of the subject project site.

Preliminary Soils Report for Tentative Tract 28987 – December 4, 2002 – Prepared by Sid Geotechnical. This report was prepared for the Ag Park property in response to the proposed Tract 28987, residential development of 113 lots, an open space lots and a remainder lot.

Biological Assessment for Tentative Tract No. 28987 Riverside California, dated April 18, 2003 - Prepared by Thomas Leslie Corporation. This report was prepared to describe the existing biological resources, project impacts and recommended mitigation measures for the Jurupa Avenue extension project.

Exchange, Disposition and Development Agreement By and Among city of Riverside, Friends of Riverside Airport, LLC, Van Buren Golf Center, LLC and Riverside Gateway Plaza, dated May 23, 2003 – This agreement was entered into as an agreement to exchange subject properties, The Ag Park, City owned property and the FRA owned golf course adjacent parcel. This agreement includes conditions for all parties for the completion of this land trade.

Biological and Wetlands Delineation for proposed General Plan Amendment No. P03-0840, related to proposed Tract 31541, in the City of Riverside, Riverside County, California, dated August 29, 2003 – Prepared by, Thomas Leslie Corporation. The investigation was completed in compliance with the California Environmental Quality Act (CEQA) and as required by the City of Riverside.

Site Investigation at City of Riverside, Former Sewage Treatment Plant, City Yard and Agricultural Park, Assessor's Parcel Numbers 155-040-004 and 005, City of Riverside, California by Earthsafe, dated September 23, 2003. -

FREY Environmental, Inc. (FREY) Concrete Rubble Sampling and Concrete Disposal Letter to Michael Shettler, County of Riverside Department of Environmental Health, dated December 16, 2003. – This is a work plan for eighty-six (86) additional borings approved by the County of Riverside. Seventy-eight (78) of the borings were completed. Eight (8) of the planned borings could not be completed as the boring tool was unable to reach the desired locations.

Nationwide Permit NW14 and NW33 – Department of the Army, Corps of Engineers (Ref. No. 200400519-DPS), effective February 5, 2004 – This agreement was entered into between the FRA and the Department of the Army for a Nationwide Permit. The agreement expired in March 18, 2007.

Habitat Assessment and Jurisdictional Delineation for Tentative Tract 31541, in the City of Riverside, Riverside County, California, dated September 10, 2004 – Prepared by, Thomas Leslie Corporation. The investigation was completed in compliance with the California Environmental Quality Act (CEQA) and included all elements outlined in the Riverside County August 2004 Draft Biological policies and procedures for preparation of a Habitat Assessment Report.

Remedial Investigation Report, City of Riverside Agricultural Park, Crest Avenue and Jurupa Avenue, Riverside, California by Geomatrix - dated December 30, 2004

Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Game, effective August 28, 2003 – December 31, 2004 – This agreement was entered into between the FRA and the California Department of Fish and Game for stream or lake alteration. The agreement expired in December 2004.

Soil Gas Survey Results, Agriculture Park, 7020 Crest Avenue, Riverside, California, by FREY Environmental, Inc., dated September 15, 2005.

Soil and Groundwater Sample Collection, Agriculture Park, 7020 Crest Avenue, Riverside, California, by FREY Environmental, Inc., dated October 11, 2005.

Groundwater Monitoring Report, Agriculture Park, 7020 Crest Avenue, Riverside, California, by FREY Environmental, Inc., dated November 29, 2005.

Revised Response Action Plan Excavation of Soils Containing PCBs Agricultural Park, APN 155-040-004 & 005, Riverside, California, by FREY Environmental, Inc., dated December 6, 2005 - This response action plan (RAP) or Revised Response Action Plan (RSP), was prepared to satisfy the requirements of California Health & Safety Code Section (AB 389). It presents a description of the procedures and practices to conduct additional assessment activities and remove and dispose of soils which contain compounds of concern including PCBs from the City of Riverside Ag Park property.

Nationwide Permit Authorization by the Department of the Army Corps of Engineers (USACE), dated February 5, 2006 – This approval letter was prepared by USACE concerning their permit authority under Section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344) for a temporary at grade access stream crossing, located in the area of the subject extension and relating to the Ag Park 2006 cleanup.

P04-0851/P03-0840/P05-1474/P05-0474, Proposed Tract Map 31541, for the division of the remainder parcel of Tract 28987, General Plan Amendment for said property, to amend the land use from Public Parks (PKP) to Medium Density Residential (RMD), Rezone the property from the RA – Residential Agriculture Zone to the R-1-65 Zone & Proposed Tract 31541 Notice of Determination & Initial Study, Mitigated Negative Declaration, approved April 11, 2006 – Tentative Tract 31541 consisted of 58 single family lots located on the 15 acre remainder parcel of Tract 28987. The project is situated on the north and south side of Jurupa Avenue, generally surrounding Tract 28987 on the west and east. This document is referred to as an “earlier analyses”

First Amendment to the Exchange, Disposition and Development Agreement By and Among city of Riverside, Friends of Riverside Airport, LLC, Van Buren Golf Center, LLC and Riverside Gateway Plaza, dated April 13, 2006 – The original agreement was entered into as an agreement to exchange subject properties, The Ag Park, City owned property and the FRA owned golf course adjacent parcel. This amended agreement includes specific conditions relating to the Ag Park cleanup activities.

Nationwide Permit Authorization by the Department of the Army Corps of Engineers (USACE), dated June 22, 2006 – This approval letter was prepared by USACE concerning their permit authority under Section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344) for a permanent discharge of fill onto 0.185 acres of waters of the U.S. and a temporary discharge fill onto 0.355 acres of waters of the U.S., a portion of which located in the area of the subject extension and relating to the proposed Tract 31541.

DTSC Approval Letter of Revised Response Action Plan Excavation of Soils Containing PCBs Agricultural Park, APN 155-040-004 & 005, Riverside, California, by DTSC, dated August 4, 2006 – This approval letter was prepared by DTSC after review and comment of the submitted response action plan (RAP) and the Revised Response Action Plan (RSP). Referred to herein as a previous activity within/on/considering the project site.

Analysis of Riverside County Multiple Species Habitat Conservation Plan (MSHCP) for conservation areas map within TTM 31541 by the MSHCP and the US Fish and Wildlife Service (FWS, 2004), dated January 24, 2006 – Prepared by Bob Beers, FRA. This report was prepared to satisfy the Western Riverside County Habitat Conservation Plan (MSHCP) requirements.

Regional Conservation Authority (RCA) Joint Project Review (JPR) for P04-0851/Tract 31541, dated February 16, 2006 – JPR Criteria Consistency Review pursuant to the requirements of the MSHCP. Letter dated February 16, 2006 the RCA advised the City that the project is consistent with the MSHCP.

Determination of Biologically Equivalent or Superior Preservation for Tentative Tract Map No. 28987 And 31541 in the City Of Riverside, Riverside County, California, dated February 25, 2006 – Prepared by Gonzales Environmental Consulting. This document is referred to as an “earlier analyses”

City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Resources Inventory and Context Statement, dated September 2007 - Prepared by Galvin Preservation Associates. This report recognizes the historical and cultural resources of Camp Anza/Arlanza, and assists the City with the future management and planning of the community.

Second Amendment to the Exchange, Disposition and Development Agreement By and Among city of Riverside, Friends of Riverside Airport, LLC, Van Buren Golf Center, LLC and Riverside Gateway Plaza, dated March 5, 2009 – The original agreement was entered into as an agreement to exchange subject properties, The Ag Park, City owned property and the FRA owned golf course adjacent parcel. This second amended agreement includes specific conditions relating to the planned two phase environmental cleanup of the 63 acre Ag Park site.

Project Specific Hydrology Study – Tract 28987, dated July 2013 - A Hydrology Study prepared by Adkan Engineers to evaluate the amount of storm flows tributary to and generated from proposed tract 28987, including its’ open space and remainder lots.

Habitat Assessment & Focused Surveys for Burrowing Owl APNS’s: 155-040-004 and 155-040-005, City Of Riverside, Riverside County, California, dated July 28, 2013 – Prepared by Gonzales Environmental Consulting. This document was prepared as an updated focused survey for the Ag Park Property.

Habitat Assessment Including the Results of a Focused Burrowing Owl Survey, Narrow Endemic Plant Species Habitat Suitability Assessment and MSHCP Consistency Analysis APNS’s: 155-040-004 and 155-040-005, City Of Riverside, Riverside County, California, dated July 28, 2013 – Prepared by Gonzales Environmental Consulting. This document was prepared as an updated focused survey for the Ag Park Property.

Habitat Assessment & Focused Survey for Least Bell’s Vireo APNS’s: 155-040-004 and 155-040-005, City Of Riverside, Riverside County, California, dated July 28, 2013 – Prepared by Gonzales Environmental Consulting. This document was prepared as an updated focused survey for the Ag Park Property.

Habitat Assessment & Rare Plant Survey for Narrow Endemic-Special Status Plants APNS's: 155-040-004 and 155-040-005, City Of Riverside, Riverside County, California, dated July 28, 2013

– Prepared by Gonzales Environmental Consulting. This document was prepared as an updated Assessment for the Ag Park Property.

Habitat Assessment & Focused Surveys for Southwestern Willow Flycatcher APNS's: 155-040-004 and 155-040-005, City Of Riverside, Riverside County, California, dated July 12, 2013 –

Prepared by Gonzales Environmental Consulting. This document was prepared as an updated focused survey for the Ag Park Property.

Habitat Assessment & Focused Surveys for the Yellow-Billed Cuckoo APNS's: 155-040-004 and 155-040-005, City Of Riverside, Riverside County, California, dated July 12, 2013 –

Prepared by Gonzales Environmental Consulting. This document was prepared as an updated focused survey for the Ag Park Property.

Jurisdictional Delineation APNS's: 155-040-004 and 155-040-005, City Of Riverside, Riverside County, California, dated June 27, 2013, revised July 9, 2013 –

Prepared by Gonzales Environmental Consulting. This document was prepared as an updated focused survey for the Ag Park Property.

2.0 DETAILED PROJECT BACKGROUND/DESCRIPTION

The vacant portion of the subject site is a portion of a larger City owned right-of-way that traverses an approximately 63.4 (59.5 net) acre property that was developed as a sewage treatment plant by the United States Army in 1942. (See figure2a) The sewage treatment plant was constructed to handle waste water generated at Camp Anza which operated under the supervision of the United States Army until approximately 1947. Anza Realty Company operated the sewage treatment plant from approximately 1947 to 1953. The Anza Realty Company, later known as the Arlington Utility Company, operated the sewage treatment plant from 1953 to 1962. The City of Riverside (the City) operated the sewage treatment plant from 1962 to 1965. The treatment plant was decommissioned in 1965. Many sewage treatment facilities remained and the site was not utilized until 1980.

In May of 1980, the Riverside City Council approved the use of this property as an agriculturally oriented park (the 'Agricultural or Ag Park'). Through the volunteer and fundraising efforts of the Riverside Rotarians, some minor grading was performed. Over the years, there had been only a hand-full of livestock shows. Interest diminished due to a lack of adequate facilities and changing trends in society. The site again, sat; old sewage treatment facilities remained and illegal dumping and off-road vehicle traffic began.

Despite efforts of the City to clean-up and secure the site, it remained vacant and by 1993 was considered a detriment to the City. Subsequently, in 1996 the City Park and Recreation Department worked to find other recreational uses that would be compatible with the surrounding neighborhood. For approximately six years, a vendor was given a concession operating agreement for use of the Ag Park as a Bike Motocross (BMX) facility.

In 2001 an Environmental Initial Study of a proposal by the City of Riverside Public Works Department to construct two segments of Jurupa Avenue, between Van Buren Boulevard and Crest

Avenue and to construct additional improvements to existing portions of Jurupa Avenue between Van Buren Boulevard and Tyler Street was prepared. On March 6, 2001 the City Council approved the corresponding Mitigated Negative Declaration.

Over time, the non-profit operators of the BMX facility had difficulty monitoring, maintaining, securing and protecting the facility located on the Ag Park. In 2002, the agreement was terminated when the vendor requested to withdraw from the agreement.

During the following years the surrounding area matured into high-density residential developments. The increased traffic and population were deemed un-compatible with an agriculturally oriented park. The Ag Park property remained vacant of activity except for dumping activities along the western and southern banks of the ravine located on the eastern and northern portions of the site where the City of Riverside had disposed of excavated sidewalks, curbs and asphalt from roadways.

In early 2002 The Friends of Riverside Airport, LLC submitted a proposal to trade the existing Agricultural Park (Ag Park) site of 63+/- acres (59.5 net acres – Jurupa Avenue right-of-way) for the approximately 62+/- acres located east of the park (FRA Property). Based on the condition and restrictions at the Ag Park, the Park and Recreation Commission believed that the FRA property would provide more positive uses and a land exchange would be in the “best interest of the City”. They approved recommending that the City Council instruct staff to start the process for a public hearing for the proposed land exchange, and prepare any development agreement that may be required. In June of 2002 an Exclusive Right to Negotiate was execute between the City and FRA. In April of 2003 the Riverside City Council held a public hearing and authorized Staff to initiate the process to exchange of the subject properties.

In July of 2003 Tentative Tract 28987 consisting of 113 single family lots on approximately 33 acres, an open space lot and a remainder lot located on the Ag Park Property was presented by FRA and approved by the City Council. This entitlement included a Mitigated Negative Declaration (MND), zone change (CZ) and General Plan Amendment (GPA) to allow for the development of single family homes on the Ag Park property. In conjunction with the 2003 approvals the City Council reviewed and approved the Property “Development Agreement” with FRA, which replaced the Ag park property with new park property located east of the Ag Park site.

The Tract 28987 project planned the extension of Jurupa Avenue from Crest Avenue to its’ easterly boundary and was conditioned to construct Jurupa Avenue from the project’s easterly boundary to Rutland Avenue (the subject of this Initial Study). Construction plan development for the project began soon thereafter.

As part of the Development Agreement FRA was required to demolish and remove the concrete, asphalt and sewer debris located on the AG Park property. In July of 2003, an accidental sewerage spill occurred when a contractor breached a concrete digester tank while performing the required clean-up. Demolition activities were halted immediately.

The City of Riverside collected and analyzed sludge and soil samples from the immediate vicinity of the digester. The sludge was determined to contain polychlorinated biphenyls (PCBs) along with metal, lead and volatile organic compounds. The City of Riverside contracted Island Environmental

Services to remove, transport and disposal of the sludge remaining in the digester and the impacted soil. The soil was transported to and disposed of at Kettleman Hills, a Class I hazardous waste disposal facility.

Subsequently, the City Council directed staff to prepare a site characterization in order to determine the extent of the contamination. Site characterization occurred in an iterative process between July and October 2004. The site was extensively sampled, under oversight by the County of Riverside Department of Environmental Health (CDEH), to assess the extent of the contamination. On December 21, 2004 the City Council authorized the execution of a California Environmental Protection Agency (CalEPA) Department of Toxic Control Substance (DTSC) Voluntary Program Agreement (VPA). The Voluntary Cleanup Program allows motivated parties who are able to fund the cleanup and DTSC oversight to move ahead at their own speed to investigate and remediate their sites. The City of Riverside contracted Earthsafe Geotechnical and Environmental Consulting to prepare a Soils and Groundwater Study and Geomatrix Consultants to prepare a Remedial Investigation Report (RI).

Concurrently, FRA entered into an AB 389 agreement (an Assembly Bill that encourages private investment in brownfield properties) with the DTSC. The agreement identified DTSC responsible for the oversight and approval of the remedial activities.

Site characterization activities included more than 800 concrete and soil samples taken from over 380 locations on and adjacent to the 62-acre site. Soil samples were analyzed for chemicals including, but not limited to, polychlorinated biphenyls (PCBs), metals, pesticides, herbicides, volatile organic compounds (VOCs), and explosive compounds. Geomatrix Consultants concluded that PCBs were the only chemical of concern and they defined the area of PCB impacted soil as well as the perimeter and depth of the potential cleanup area. The completed RI report detailing site characterization submitted to the DTSC in April 2005.

FRA contracted with Frey Environmental to perform concrete, soil and soils vapor analysis and prepare a Response Action Plan (RAP) to satisfy the requirements of California Health & Safety Code Section (AB 389). Components of the RAP include but are not limited to, a Baseline Risk Assessment, Feasibility Study (FS), and California Environmental Quality Act (CEQA) review. The RAP was modified to reflect comments presented by the Department of Toxic Substance Control (DTSC) in a variety of meetings and written communications from their review. The Revised Response Action Plan (RSP) was approved by DTSC on August 4' 2006.

While the cleanup agreements continued to be negotiated, in late 2005 proposed Tract Map 31541 was submitted by FRA to the City of Riverside. This proposed project was the residential build-out of the open space and remainder property of Tract 28987 and included a GPA and CZ. This Tract generally enclosed Tract 28987 to the west, north and east. This project also surrounded the subject 'Jurupa Extension' to the north and south. In connection with the proposed First Amendment to the Development Agreement; the site cleanup, proposed Tract Map 31541, and an extension to Tentative Tract Map 28987 were environmentally reviewed pursuant to CEQA and an MND was prepared. As noted in the MND the cleanup activities, as well as completion of the proposed Tract 31541 include work within the onsite arroyos that could potentially be subject to Army Corps of Engineers (USACE) and California Department of Fish and Game (CDF&G), and California Regional Water Quality Control Board (CRWQCB) jurisdictional permits.

Because the proposed Tract 31541 was located in the Influence Area of the Riverside Municipal Airport and included a GPA, part of the entitlement process included a review and approval by the Airport Land Use Commission (ALUC). In January, 2004 the project was presented to ALUC and they found that because portions of the project were located within Safety Zone B1, the Inner Approach Departure Zone and Zone C, the Extended Approach Departure Zone and that the project does not meet the desired densities for those Zones; the propose Tract Map was inconsistent with the 2004 Riverside Municipal Airport Land Use Compatibility Plan.

FRA filed an appeal with the City Council to override the ALUC determination. On April 11, 2006, the City Council approved the First Amendment to the Development Agreement, which required FRA, with Department of Toxic Control Substances (DTSC) oversight, to, remediate the Ag Park within three (3) years. Concurrently with the First Amendment to the Development Agreement, the City Council approved Tract Map 31541, an extension for Tract Map 28987 and adopted the MND for the maps and the First Amendment to the Development Agreement, as well as the adoption of Resolution No. 21154 making specific findings to override the Airport Land Use Commission's finding of inconsistency.

Subsequently, the Tentative Tract Map 31541 approvals were challenged in a lawsuit filed against the City and FRA, in the Riverside County Superior Court, Case No. RIC 449789.

On April 13, 2007 and amended on August 16, 2007 a Riverside Superior Court decision was rendered in favor of the petitioner's based solely on the validity of Resolution No. 21154, overriding the ALUC's findings of inconsistency. On November 30, 2007 the City subsequently approved Resolution No. 21548, which vacated Resolution No. 21154. With approval of that resolution all other approvals for Tract 31541 were rescinded by the City of Riverside.

Due to the Lawsuit, FRA was delayed for close to two years in performing the remediation of the Ag Park as required by the Development Agreement.

In September of 2008, FRA re-affirmed to the City its commitment to complete cleanup of the Ag Park and informed the City it had notified DTSC of its intention to complete the Ag Park cleanup in a two-phase process. The proposed phase 1 work included removing the soil with polychlorinated biphenyl (PCB) concentrations in excess of 50 milligrams per kilogram (mg/kg). Concrete rubble created by the demolition of the sewage treatment plant was also proposed to be removed, in accordance with the 2006 RSP. Proposed Phase 2 work was to be presented to DTSC at a later date. On September 29, 2008, DTSC responded to FRA's proposed phased cleanup process with a letter of conditional approval.

In February 2009 the City Council approved the second amendment to the Development Agreement. This amendment included the specific DTSC and City/FRA negotiated conditions regarding the two phase cleanup.

The phase 1 cleanup was initiated on April 27, 2009 and completed at the end of July, 2009. The phase 1 cleanup work included all items of work identified in the approved Response Plan for Phase 1, including sewer plant rubble removal, PCC debris along the stream banks and PCB contaminated soil > 50 ppm concentration, sewer influent line, and pole barn debris have been removed from the

site. Phase 1 cleanup included 8,666 tons of soil removal, 720 tons of PCC debris removal and 41 tons of sewer pipe removal.

In June of 2010 FRA contracted TRC, an engineering, consulting and construction management firm to prepare a Phase 1 Response Plan Implementation Report for the cleanup work that had been completed to date. This report was subsequently submitted and accepted by DTSC. TRC was onsite during the cleanup and reported the findings of the remedial excavation activities. TRC indicated that of the 403+/- samples taken in 33 areas that were excavated at the site prior to the remediation activities. 164 of those samples exceeded 50 mg/kg and at the conclusion of these activities all confirmed samples were below 50 mg/kg. Near the area of the subject street extension no excavation/samples exceeding 50 mg/kg were found. TP-16 was the closest excavation/sample taken, which samples ranged from 0.39 mg/kg at a depth of 1.5 feet to 26 mg/kg at a depth of 1.5 feet. This area is a proposed confirmation sample location per the Frey 2006 report and confirmed in the TRC 2010 report.

The second phase cleanup work commenced in July, 2013 and includes activities as specified in the 2006 RSP and the TRC Phase 1 Response Plan Implementation Report. Generally, soils containing less than 50 mg/kg but greater than 0.220 mg/kg of PCBs will be excavated and removed from five areas of the site: 1) isolated areas, 2) previously excavated areas, (which included TP16, in the vicinity of this subject street extension project) 3) the gullies and 4) the remaining area. Confirmation soil samples will be collected following excavation. In the area of the subject street extension project, in addition to the indicated PCB confirmation sample T-16, one sample B159 will be collected at a depth of 0.75 feet and tested for dioxin/furan analysis, per the TRC Phase 1 Response Plan Implementation Report. The proposed soil disposal facility is the Azusa Land Reclamation facility at 1211 W. Gladstone Street, Azusa, California.

It is the intention of FRA to complete the cleanup by October 2013 and obtain approvals from regulatory agencies and the City of Riverside to complete the subject street extension soon thereafter.

2.1 PROJECT LOCATION AND SETTING

Jurupa Avenue is an east-west trending roadway that traverses the westerly portion of the City of Riverside. Jurupa Avenue, as it is constructed or planned to be constructed, is divided into five segments as follows:

(Refer to Figure 3)

- 1) A long easterly improved segment from Olivewood Avenue to Van Buren Boulevard, approximately 4.7 miles long
- 2) A short segment between Van Buren Boulevard and approximately 650 lineal feet west
- 3) An unimproved segment of roadway between Bradford Street and Phase 1
- 4) A short section between Rutland Avenue and Bradford Street constructed in the 1980's by adjacent residential tract development
- 5) The subject 272 lineal foot extension and a portion of existing roadway to Rutland Avenue
- 6) Tract 28987 Improvements
- 7) The westerly segment between Crest Avenue and Tyler Street, approximately 2,100 lineal feet.

This project proposes to make improvements to the existing short segment of Jurupa Avenue, west of Rutland Avenue to the Tract 28987 boundary, segment (5). After project completion and the completion of Tract 28987 (currently in plan review), the resulting roadway will be a fully improved, four-lane arterial highway, with a median from Crest Avenue to Van Buren Boulevard. This roadway segment was included in the preparation of the City of Riverside's General Plan 2025 and the subject of the City's 2001 Initial Study and resulting MND.

Specifically, Jurupa Avenue will be constructed as a four lane (two lanes in each direction) arterial highway in the proposed project area, between Van Buren Boulevard and Crest Avenue. The portion of street, currently paved (in poor repair) between this subject extension to Rutland Avenue is proposed to receive pavement improvements.

In 2001, the City of Riverside Public Works Department prepared an analysis that indicated approximately 8,000 to 10,000 vpd are expected to use the new roadway immediately after construction. A traffic analysis was also performed in June of 2002 for the Riverside Gateway Partnership Commercial Project that is proposed adjacent to the Jurupa Avenue Extension at Van Buren Boulevard. That report concluded that no more than 12,000 vpd will utilize the roadway by the year 2010. That prediction was based on an analysis of traffic trends in the area at the time. The subject roadway construction will accommodate 33,000 or more vpd. The City of Riverside's General Plan 2025 approximates an average daily traffic of 19,300 vpd for future, typical build out densities. Therefore the proposed project is consistent with current traffic projections.

The proposed extension project improvements include asphalt paving, concrete curb, gutter and sidewalk, median curb and landscaping and parkway landscaping, storm drain construction and utility relocation. A 16-inch diameter potable water line, a 16-inch reclaimed water line and an 8" sewer line are proposed within the project area.

The existing easterly gully that exists on the open space/remainder parcels of Tract 28987 will also be modified with these project improvements. Construction of the roadway will require grading and minor fill within the gully, (the existing at grade crossing will be removed in that area), and the construction of a new 54-inch diameter culvert that will be placed below proposed grade of the street. **(Refer to Figure 3a)**. These improvements will impact a small amount of wetlands area that is under the jurisdiction of the Army Corps of Engineers (0.0771 acres) and the California Department of Fish and Wildlife (0.2018 acres). The impacts to wetlands and associated riparian vegetation will be mitigated as directed by these agencies.

Additional street improvements include a stop sign that at Rutland Avenue and Jurupa Avenue, a left-turn lane is planned at Biscayne Street south and Rutland Avenue north. Street lights will be placed along the entire project length, as required by the City Public Utilities Department. Sufficient City owned right-of-way exists for the proposed improvements. Therefore, no acquisitions are proposed with this project.

The City of Riverside adopted a Negative Declaration for the Jurupa Avenue extension in 2001. The Initial Study that was prepared by the City included Jurupa Avenue as a two lane highway with an option for a four lane, 110 foot wide fully improved street **(Refer to Figure 3c)**. That project included improvements to Jurupa Avenue from Tyler Street to Van Buren Boulevard. Pending environmental approval of this subject project, construction is expected to begin in the winter of 2013 and take approximately six to eight weeks to complete.

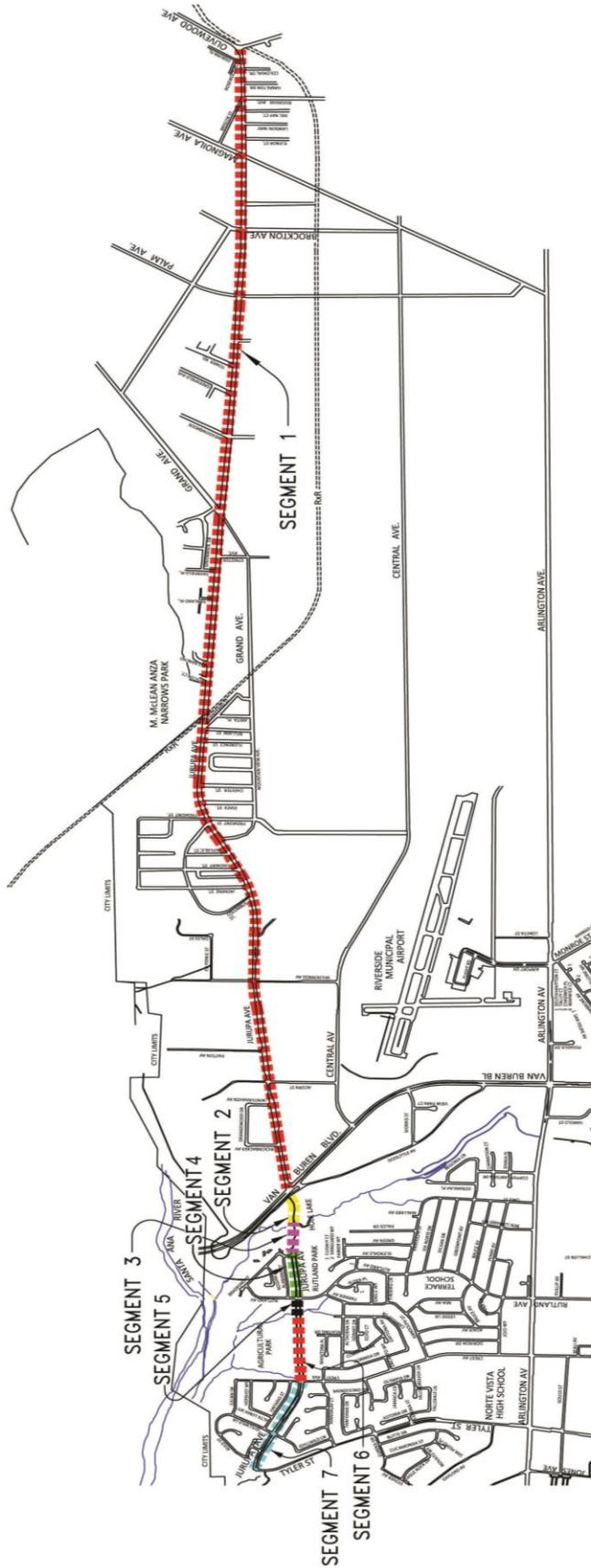


Figure 3 Existing & Proposed Jurupa Avenue
Jurupa Avenue Extension - From the Tract
28987 Boundary to Rutland Avenue

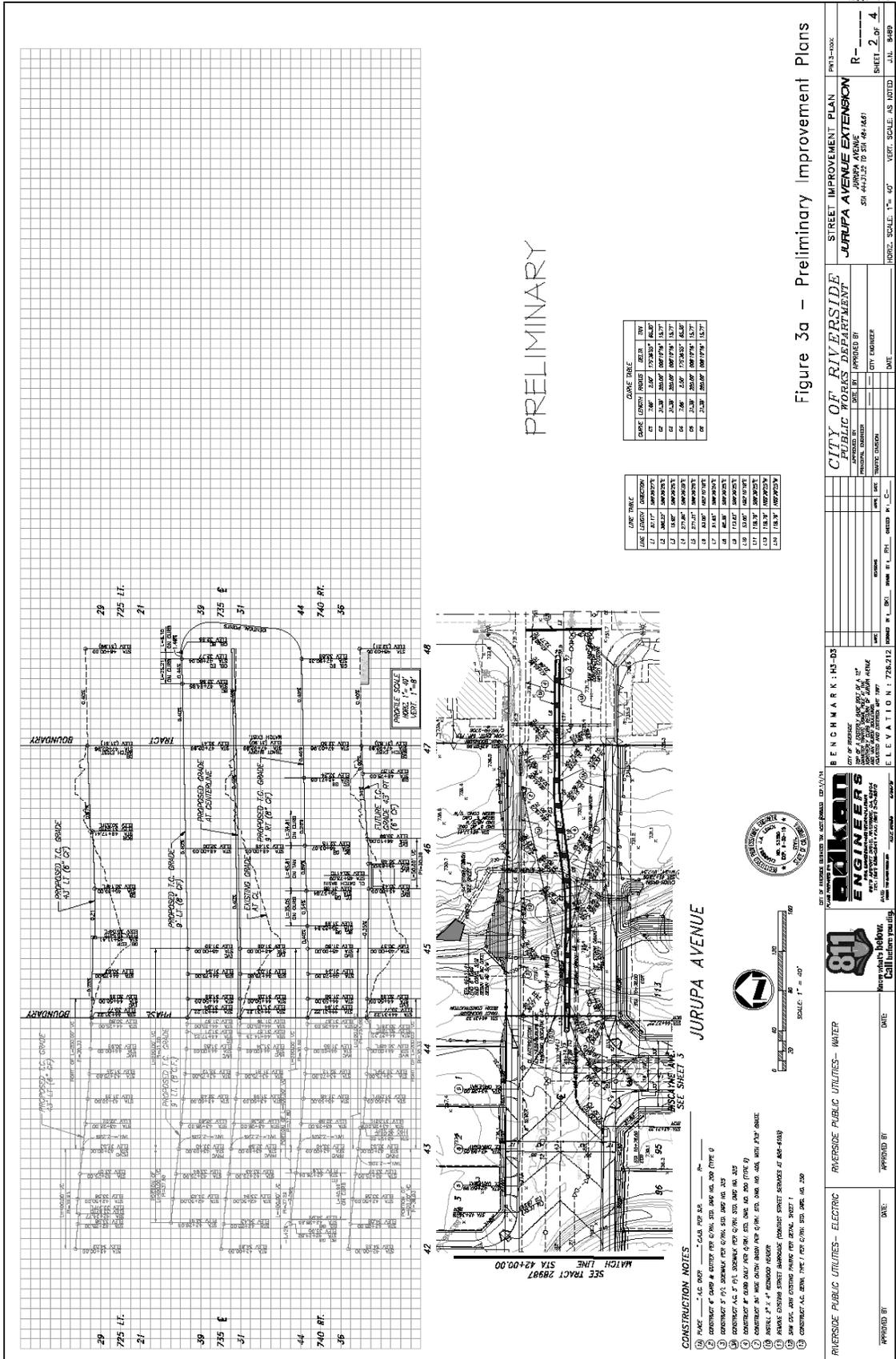


Figure 3a - Preliminary Improvement Plans

LINE	STATION	DESCRIPTION
L1	42+00	PROPOSED 12' GRADE
L2	42+25	PROPOSED 12' GRADE
L3	42+50	PROPOSED 12' GRADE
L4	42+75	PROPOSED 12' GRADE
L5	43+00	PROPOSED 12' GRADE
L6	43+25	PROPOSED 12' GRADE
L7	43+50	PROPOSED 12' GRADE
L8	43+75	PROPOSED 12' GRADE
L9	44+00	PROPOSED 12' GRADE
L10	44+25	PROPOSED 12' GRADE
L11	44+50	PROPOSED 12' GRADE
L12	44+75	PROPOSED 12' GRADE
L13	45+00	PROPOSED 12' GRADE
L14	45+25	PROPOSED 12' GRADE
L15	45+50	PROPOSED 12' GRADE
L16	45+75	PROPOSED 12' GRADE
L17	46+00	PROPOSED 12' GRADE
L18	46+25	PROPOSED 12' GRADE
L19	46+50	PROPOSED 12' GRADE
L20	46+75	PROPOSED 12' GRADE
L21	47+00	PROPOSED 12' GRADE
L22	47+25	PROPOSED 12' GRADE
L23	47+50	PROPOSED 12' GRADE
L24	47+75	PROPOSED 12' GRADE
L25	48+00	PROPOSED 12' GRADE

JURUPA AVENUE
SEE SHEET 3
MATCH LINE STA 42+00.00

- CONSTRUCTION NOTES**
1. PLACE 12" A.C. OVER 4" SAND & CENTER FOR 6" DIA. STD. STD. AND 18" DIA. STD. TYPE 0
 2. CONSTRUCT 4" P.V. SANDWICH FOR 6" DIA. STD. AND 18" DIA. STD.
 3. CONSTRUCT 4" P.V. SANDWICH FOR 6" DIA. STD. AND 18" DIA. STD.
 4. CONSTRUCT 4" SAND ONLY FOR 6" DIA. STD. AND 18" DIA. STD.
 5. CONSTRUCT 2" SAND ONLY UNDER 6" DIA. STD. AND 18" DIA. STD.
 6. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 7. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 8. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 9. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 10. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 11. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 12. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 13. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 14. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.
 15. SANDS TO BE PLACED UNDER 6" DIA. STD. AND 18" DIA. STD.

ADKAN ENGINEERS
1000 S. GARDEN AVENUE, SUITE 200, ANAHEIM, CA 92805
TEL: 714.944.2222 FAX: 714.944.2223
WWW.ADKANENGINEERS.COM

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Call before you dig.

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Professional Engineer
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State of California
Exp. 12/31/2024

STREET IMPROVEMENT PLAN
RIVERSIDE PUBLIC UTILITIES - WATER
RIVERSIDE PUBLIC UTILITIES - ELECTRIC

CITY OF RIVERSIDE
PUBLIC WORKS DEPARTMENT

APPROVED BY: _____ DATE: _____
APPROVED BY: _____ DATE: _____
APPROVED BY: _____ DATE: _____

JURUPA AVENUE EXTENSION
SHEET 2 OF 4

DATE: 11.18.2023
VERT. SCALE: AS NOTED
HORIZ. SCALE: 1" = 40'

2.2 PROJECT CHARACTERISTICS

Relationship to the General Plan 2025

Development demands in the City of Riverside will continue to put pressure on the existing circulation network, resulting in the deterioration of the local transportation system, decreased public safety, and further exacerbation of vehicular generated emissions. The purpose of the project is to implement the Circulation and Community Mobility (CCM) Element of the City's General Plan 2025. This component of the General Plan 2025 has been developed to provide for the existing and future travel needs of the residents of the City of Riverside and ensure that there is a balance between land use and circulation. The Jurupa Avenue extension was included in the analysis for the preparation of the City's General Plan 2025. Implementation of the Jurupa Avenue Extension is an important component of this planned circulation network and would serve to complete a critical link in Riverside's General Plan 2025 CCM Element.

Roadway Characteristics

The proposed project involves the easterly extension of Jurupa Avenue as a 110 foot wide, four-lane Arterial Highway from the Tract 28987 boundary to Rutland Avenue. Roadway improvements will result in full width pavement, curb, gutter and sidewalk with a variable width median. Street lighting will be provided throughout the extended Jurupa Avenue project (two street lights). In the area of existing improvements between the existing east end of Jurupa and Rutland Avenue the existing base grades range from 0.4 to 0.42 percent. In the fill area over gully crossing, the grades of the proposed street vary somewhat, from 0.74 to -4.85 percent.

Grading

Project grading will require some fill due to the needed design width of the road over the existing gully. Due to the widening of the street, new fill heights are anticipated to be a maximum of 12 feet. Project geotechnical reports indicate that the gully area soils are inadequate to handle the loads of the proposed improvements. Therefore, the plan is to sub-excavate the area under the planned arterial to a suitable depth and fill those areas, compacting with suitable material. Subsequent to the sub-excavation, project construction will require approximately 1,000 cubic yards of fill. This fill estimate does not include those estimated sub-excavation quantities, as the depth of excavation is unknown and does not include the effects of shrinkage and subsidence.

Right-of Way Requirements

Sufficient right-of-way exists for the proposed improvements. Therefore, no acquisitions are proposed with this project.

Drainage Characteristics

The project proposes to accommodate street runoff by directing street surface flows during storm events to drainage facilities, in this case, street catch basins. The planned extension will include construction of a 54-inch pipe culvert that will run perpendicular to Jurupa Avenue and carry offsite as well as onsite flows.

Landscape Design

Landscaping will be provided in the parkways and medians, using native drought-tolerant species and ornamental vegetation, consistent with City-approved landscaping themes.

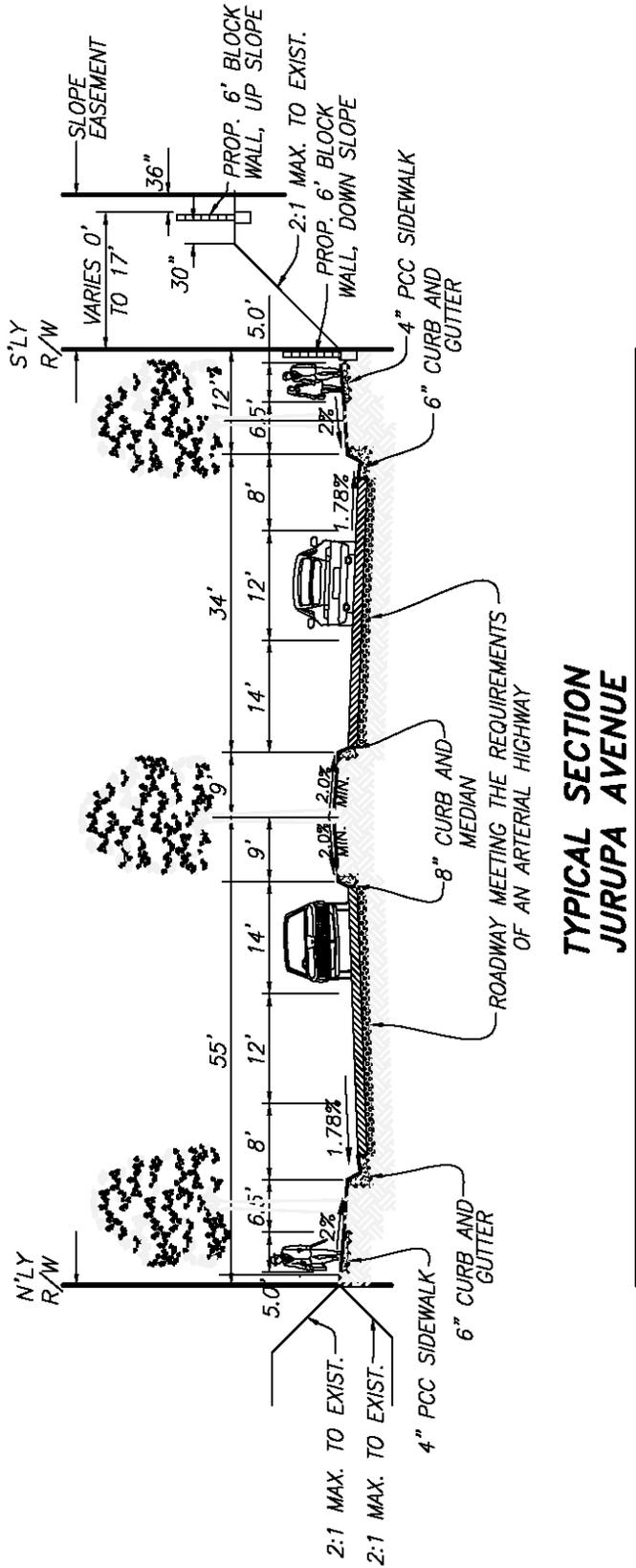


Figure 3b - Typical Street Cross Section
Jurupa Avenue Extension - From the
Tract 28987 Boundary to Rutland Avenue

2.3 EXISTING LAND USE, ZONING AND SETTING

The site is vacant land that exhibits recent excavations and soil removals as required for site brownfield cleanup. The area of the project site includes an existing drainage gully that exhibits a roughly graded at-grade access road constructed for site cleanup purposes in 2006. The project site area from the end of existing Jurupa, on the east side of the subject project to Rutland Avenue is improved with asphalt paving, concrete curb, gutter and sidewalk. The adjacent land use in that area, east of the subject site, is residential. The adjacent land use, west, north and south, of the subject site is PKP – Public Park. **(See Figure 4)** The existing Zoning, north, south & west of the subject site is RE - Residential Estate. **(See Figure 4a)**

General Plan Designation: 110' Arterial Highway, Public right-of-way **Zoning:** N/A

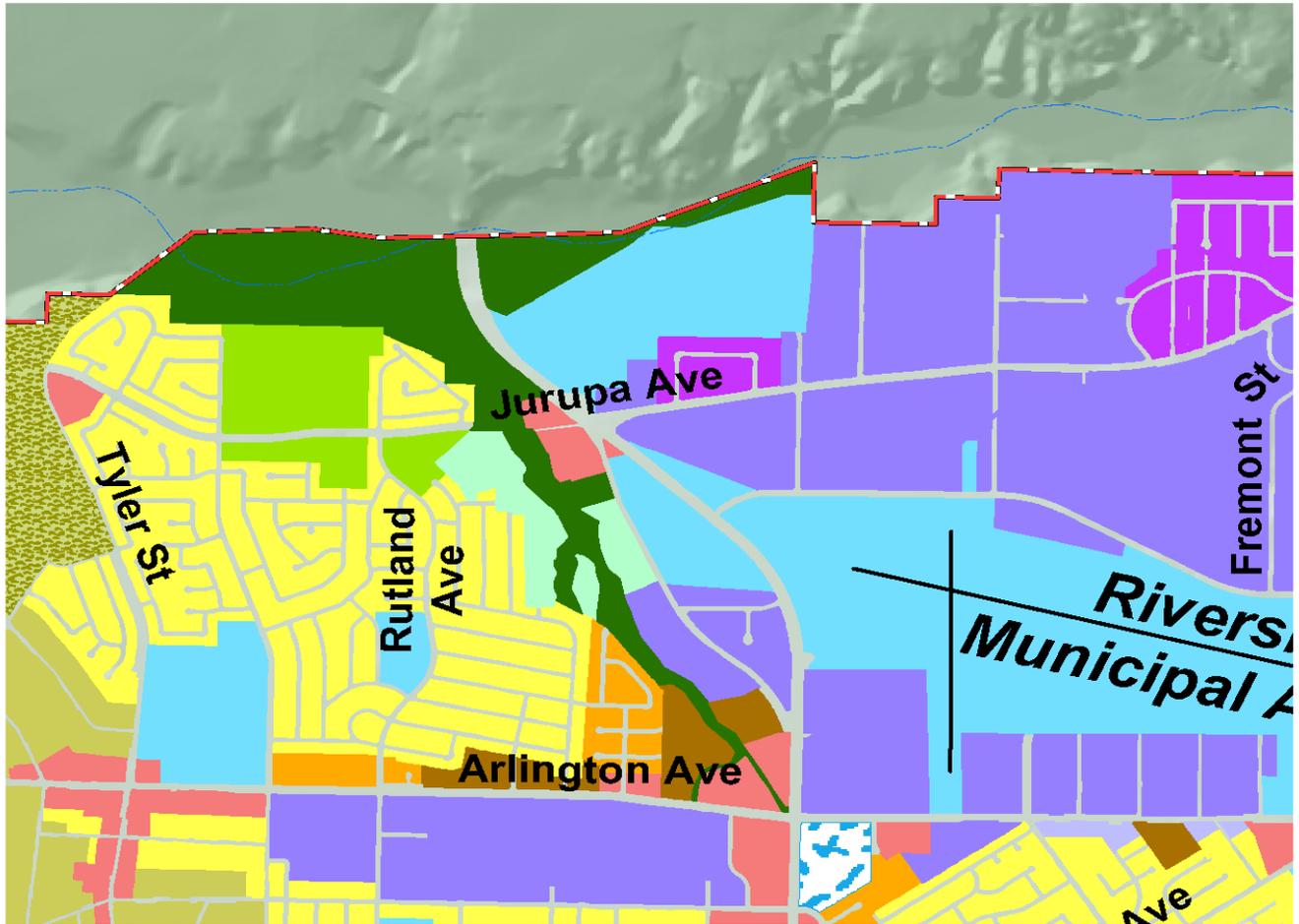
2.4 PROJECT OBJECTIVES

The City of Riverside's growth within the City and surrounding communities has put increasing pressures on the City's arterial street system. Van Buren Boulevard at Arlington Avenue continues to be one of the most congested intersections in the City. The primary purpose of the Jurupa Avenue extension is to complete a critical east/west connection from its current terminus, at Bradford Street. The Roadway extension will alleviate existing traffic congestion on the local circulation network and accommodate traffic generated by development west of the extension. The operation goal for the roadway is to achieve a level of service (LOS) "D" which has been adopted by the City as the standard for local streets and arterial highways. It was the City's goal to identify the most cost effective improvements that would be compatible with existing and future improvements.

Refer to Figures 5a, 5b, 5c & 5d for Project Photos

The following are the primary project objectives:

- Minimize congestion on the local circulation network
- Provide continuous connection from Rutland Avenue to Van Buren Boulevard
- Accommodate planned circulation needs by providing the extension of Jurupa Avenue consistent with the City of Riverside Circulation and Community Mobility Element.
- Provide a roadway design that is sensitive to the environmental resources in the study area and minimizes, to the extent feasible, impacts to plant and riparian areas, while providing adequate design to minimize safety hazards
- Improve air quality in the South Coast Air Basin by providing system improvements that will reduce traffic congestion and thereby the amount of pollutants generated
- Implement circulation improvements that will provide enhanced public services access (emergency response) to existing and planned uses in the area

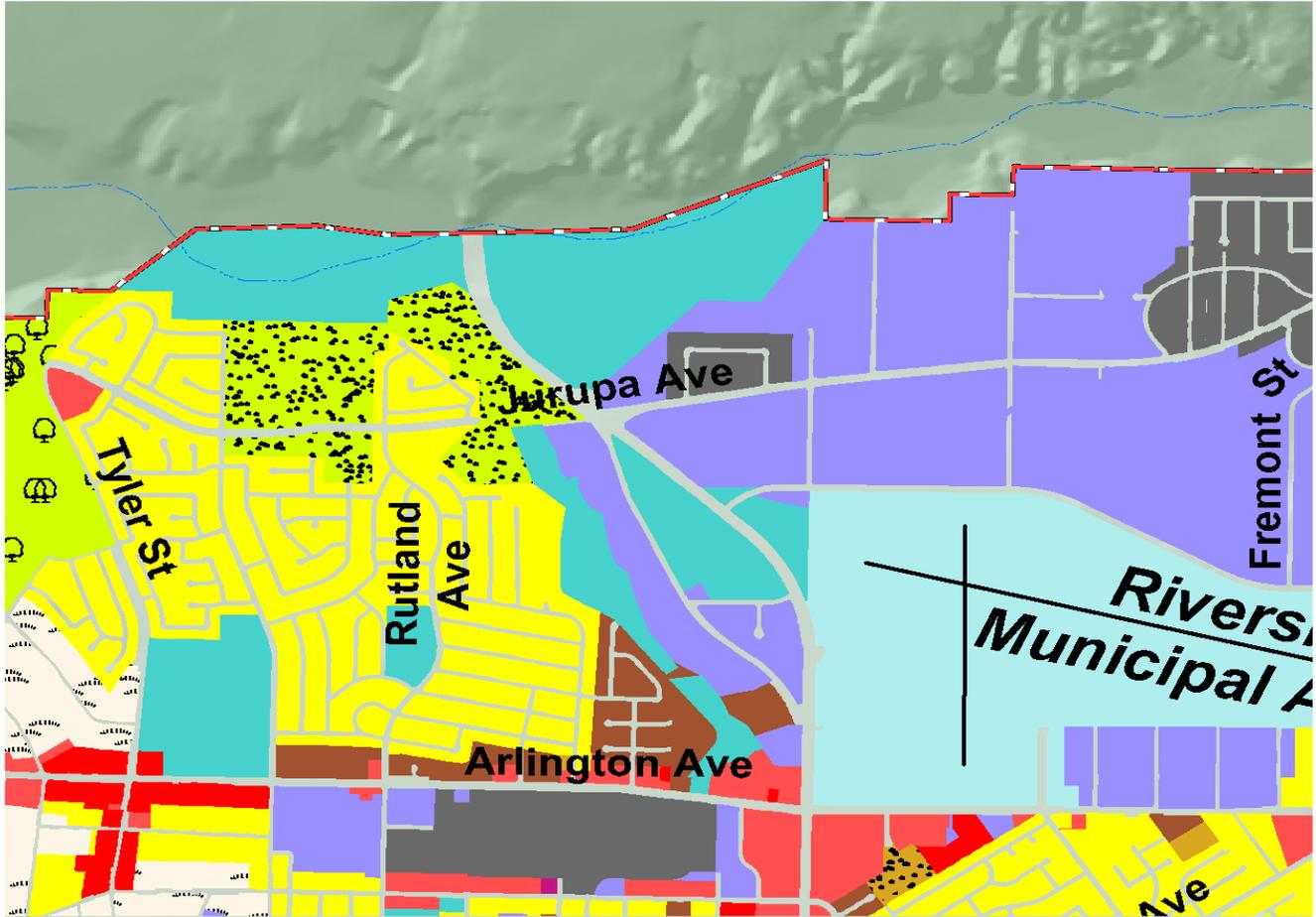


LEGEND

RIVERSIDE CITY BOUNDARY	C - COMMERCIAL
RIVERSIDE PROPOSED SPHERE OF INFLUENCE	CRC - COMMERCIAL REGIONAL CENTER
POTENTIAL SPECIFIC PLAN	DSP - DOWNTOWN SPECIFIC PLAN
GENERAL PLAN 2025	
LAND USE ELEMENT	
A - AGRICULTURAL	O - OFFICE
A/RR - AGRICULTURAL/RURAL RESIDENTIAL	B/OP - BUSINESS/OFFICE PARK
HR - HILLSIDE RESIDENTIAL	I - INDUSTRIAL
SRR - SEMI RURAL RESIDENTIAL	MU-N - MIXED USE-NEIGHBORHOOD
VLDR - VERY LOW DENSITY RESIDENTIAL	MU-V - MIXED USE-VILLAGE
LDR - LOW DENSITY RESIDENTIAL	MU-U - MIXED USE-URBAN
MDR - MEDIUM DENSITY RESIDENTIAL	PF - PUBLIC FACILITIES/INSTITUTIONAL
MHDR - MEDIUM HIGH DENSITY RESIDENTIAL	PR - PRIVATE RECREATION
HDR - HIGH DENSITY RESIDENTIAL	P - PUBLIC PARK
VHDR - VERY HIGH DENSITY RESIDENTIAL	OS - OPEN SPACE/NATURAL RESOURCES
	RAT - KANGAROO RAT HABITAT

Figure 4 – Existing General Plan Land Use

Source: City of Riverside General Plan 2025
Land Use Policy Map



LEGEND

- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

ZONING

RESIDENTIAL ZONES

- | | |
|---|---|
| R-1-1/2 acre | R-3-2500 |
| R-1-10500 | R-3-3000 |
| R-1-13000 | R-3-4000 |
| R-1-7000 | RA-5 |
| R-1-8500 | RC |
| R-3-1500 | RE |
| R-3-2000 | RR |

COMMERCIAL/INDUSTRIAL ZONES

- | | |
|--|--|
| O | CG |
| CR | BMP |
| CRC | I |

DOWNTOWN SPECIFIC PLANS

- | | |
|--|---|
| DSP-AS | DSP-NMS |
| DSP-HC | DSP-PPO |
| DSP-JC | DSP-RC |
| DSP-MSG | DSP-RES |
| DSP-NC | |

OTHER ZONES

- | | |
|--|---|
| AIR | OSP-CID |
| RWY | PF |

Figure 4a – Existing General Plan Zoning

Source: City of Riverside General Plan 2025
Zoning Exhibit

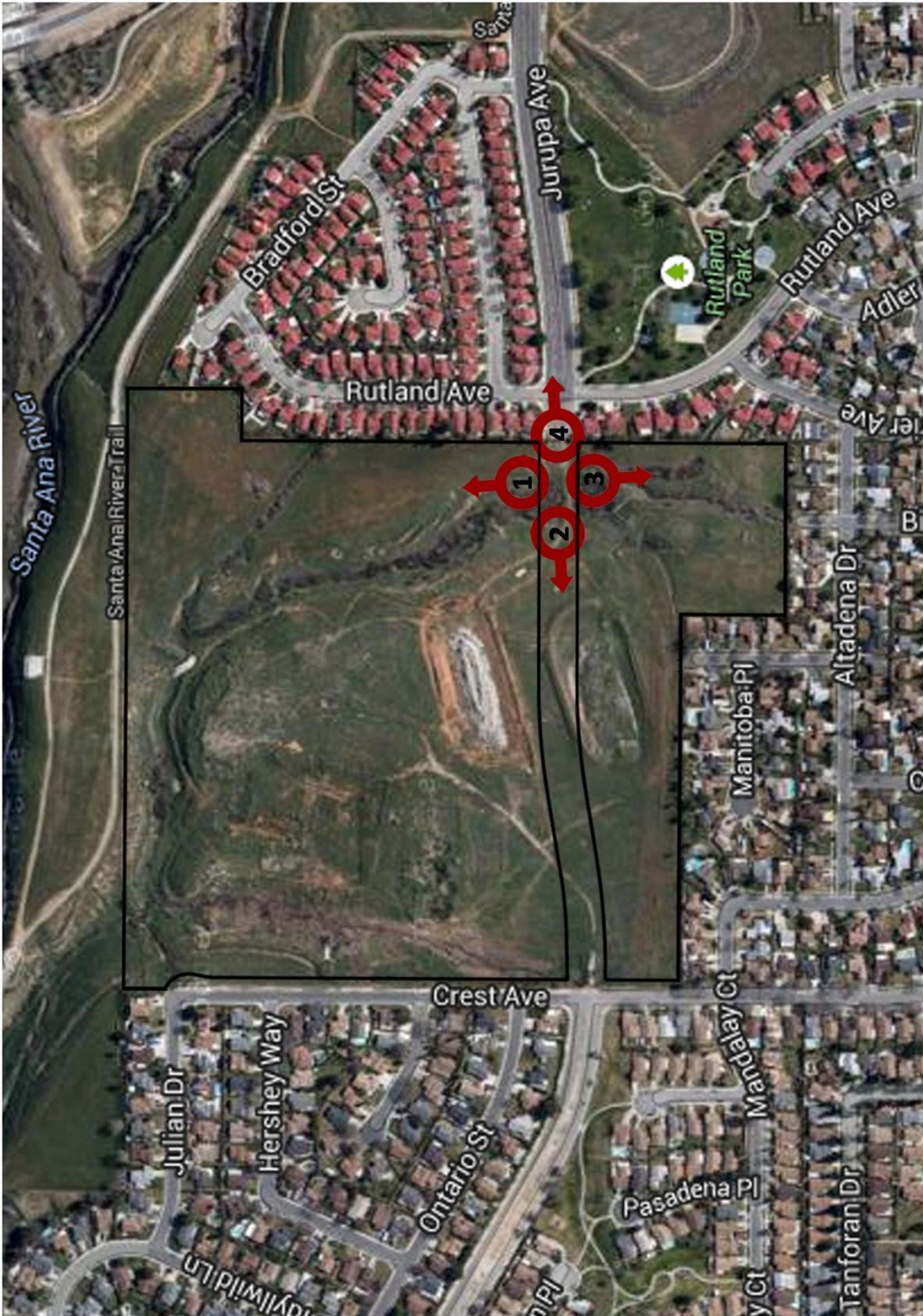


Figure 5a - Existing Site Photos
Jurupa Avenue Extension - From the Tract 28987
Boundary to Rutland Avenue





1



2



3



4



Figure 5b - Existing Site Photos
Jurupa Avenue Extension - From the Tract 28987
Boundary to Rutaland Avenue

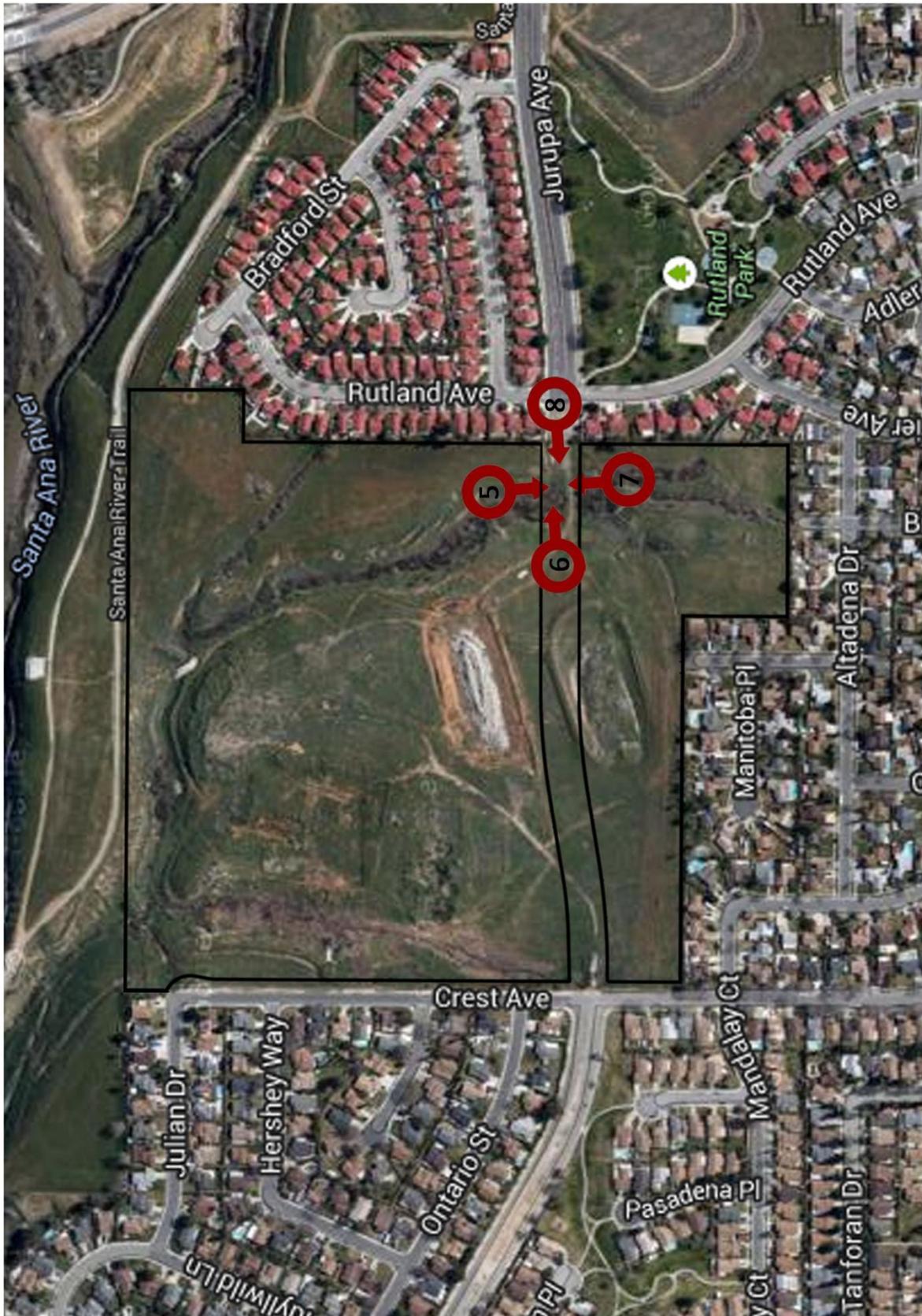


Figure 5c - Existing Site Photos
Jurupa Avenue Extension - From the Tract 28987
Boundary to Rutland Avenue





6



8



5



7



Figure 5d - Existing Site Photos
Jurupa Avenue Extension - From the Tract 28987
Boundary to Rutaland Avenue

2.5 AGREEMENTS, PERMITS & APPROVALS
(Public Agencies who's Approval is required)

City of Riverside

- Approval of the Mitigated Negative Declaration

U.S. Army Corps of Engineers (USACE)

- Approval of Permits deemed necessary subsequent to the USACE review of the Pre-Construction Notification

California Department of Fish and Wildlife (CDFW)

- Approval of Permits deemed necessary subsequent to the CDFW review of the Notification of Lake or Streambed Alteration

U.S. Fish and Wildlife Service (USFW)

- Approval of Permits deemed necessary subsequent to the USFW review of the project

Regional Water Quality Control Board – Santa Ana Region (SARWQCB)

- Approval of a General Construction Activity Storm Water Permit , a new, revised or updated 401 Certification and any other approvals deemed necessary subsequent to document review

3.0 INITIAL STUDY CHECKLIST

AGENDA ITEM NO.:

WARD: 7

1. **Case Number:** To be determined
2. **Project Title:** Jurupa Avenue Extension, Rutland Avenue to 650 feet west of Van Buren Boulevard
3. **Hearing Date:** To be determined
4. **Lead Agency:** City of Riverside
Public Works Department
Engineering Division
3900 Main Street, 4th Floor
Riverside, CA 92522
5. **Contact Person:** Steve Hayes, City Planner
Phone Number: (951) 826-5658
6. **Project Location:** Jurupa Avenue Extension, 272 Feet east of Rutland Avenue to Rutland Avenue
7. **Project Applicant/Project Sponsor's Name and Address:**

Friends of Riverside Airport, LLC
8175 Limonite, Ste. E
Jurupa Valley, CA 92519
Contact: Bob Beers, P.E. – Project Manager
(951) 360-2070
8. **General Plan Designation:** 110' Arterial Highway, Public right-of-way
9. **Zoning:** N/A
10. **Description of Project:** Refer to section 2.0 (Detailed Project Description)

11. Existing Land Use and Setting

The site is vacant land that exhibits recent excavations and soil removals as required for site brownfield cleanup. The area of the project site includes an existing drainage gully that exhibits a roughly graded at-grade access road constructed for site cleanup purposes in 2006.

General Plan Designation: 110' Arterial Highway, Public right-of-way Zoning: N/A

12. Surrounding land uses and setting:

The subject extension project is a portion of a street right-of-way owned by the City of Riverside that traverses a 58+/- property known as the Ag Park. The existing Land Use of the Ag Park is P-Public Park. The project site area from the end of existing Jurupa, on the east side of the subject project to Rutland Avenue is improved with aggregate base, concrete curb, gutter and sidewalk. The adjacent land use in that area, east of the subject site, is medium density residential. The adjacent land use, west, north and south, of the subject site is P – Public Park (Ag Park Property). **(See Figure 4)** The existing Zoning, north, south & west of the subject site is RE - Residential Estate. **(See Figure 4a)**

Adjacent Existing Land Use: (Refer to Figure 4 – Existing Land Use)

North: P – Public Park
East: MDR - Medium Density Residential
South: P – Public Park
West: P – Public Park

Adjacent Existing Zoning: (Refer to Figure 4a – Existing Zoning)

North: RE - Residential Estate
East: R-1-7000
South: RE - Residential Estate
West: RE - Residential Estate

- 13. Other Public Agencies who's approval is required (e.g., permits, financial approval, or participation agreement: Refer to Section 2.6 (Agreements, Permits & Approvals)**
- 14. Documents Used and/or Referenced in this Review: Refer to Section 1.3 (Incorporated by Reference)**

15. Acronyms

AICUZ -	Air Installation Compatible Use Zone Study
AQMP -	Air Quality Management Plan
AUSD -	Alvord Unified School District
CDFW -	California Department of Fish and Wildlife
CDG -	Citywide Design Guidelines
CEQA -	California Environmental Quality Act
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
GP 2025 -	General Plan 2025
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
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
RCALUC -	Riverside County Airport Land Use Commission
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
RCP -	Regional Comprehensive Plan
RMC -	Riverside Municipal Code
RPD -	Riverside Police Department
RPU -	Riverside Public Utilities
RPW -	Riverside Public Works
RTP -	Regional Transportation Plan
RUSD -	Riverside Unified School District
SARWQCB -	Santa Ana Regional Water Quality Control Board
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SKR-HCP -	Stephens' Kangaroo Rat - Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
USGS -	United States Geologic Survey
USACE -	United States Army Corps of Engineers
VPD -	Vehicles per Day
WMWD -	Western Municipal Water District
WQMP -	Water Quality Management Plan

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

3.2 LEAD AGENCY DETERMINATION:

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

Environmental Initial Study

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS:

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

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS: Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1a. Response: <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, EP-007-001, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i> <p>Jurupa Avenue is designated as a 110 foot, four-lane, Arterial Highway with a median. (See figure CCM-4, Master Plan of Roadways, Riverside General Plan 2025). The proposed project will have a positive aesthetic effect on the project area by providing new improvements, a landscaped median and new parkway landscaping and adding asphalt to a currently based roadway. Portions of the project area have been historically used as illegal dumping grounds and the above mentioned improvements should help to alleviate this problem by providing a roadway for citizens and police to more actively patrol the area.</p> <p>Construction operations would result in exposed graded surfaces, construction materials and the presence of construction equipment in areas that would impact the visual character of the project site. Construction impacts are temporary and would cease upon completion of such activities. To ensure construction activities will have a minimal adverse visual effect on this scenic area, mitigation measure MM AES 1 is being imposed to prevent any unnecessary storage of fill material, to, as soon as practicable, replant disturbed areas, and to store construction equipment away from residential neighborhoods.</p> <p>Proposed improvements would alter the existing topography such that street elevations will be no more than the existing filled dirt road. Most existing native vegetation has been removed during an on-going environmental cleanup. Any existing vegetation will be removed and replaced with hardscape features and a combination of native and ornamental vegetation consistent with City’s normal parkway landscaping procedures. <u>Therefore, overall this project will not have a substantial adverse effect on a scenic vista or the project area and with the implementation of MM AES 1 for construction and therefore is a less than significant impact.</u></p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1b. Response: <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, EP-007-001, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, A Cultural Resources Assessment of Tentative Tract 28987, a 42 acre parcel located northeast of the intersection of Crest Avenue and Mandalay Court, City of Riverside, Riverside County, dated January 5, 2003 by TLC)</i> <p>There are no state scenic highways within the City of Riverside. The project as planned will not damage scenic resources and is not within a view of a local scenic highway. Although the project site is located within the Camp Anza/Arlanza Survey Area and portions of its’ larger parent site exhibits the remains of the sewage treatment plant constructed by the U.S. Army in 1942; the sewage treatment plant remains are not considered significant (TLC, January 5, 2003) and have been permitted to be removed as part of an environmental cleanup project. There are no remnants of said sewage treatment plant in or around the footprint of the subject street extension project. Disturbed drainage vegetation within the project footprint has been removed as part of the permitted environmental cleanup. Mitigation for those removals will be required per each regulatory agency’s requirements. The continuation of this highway with associated median and parkway landscaping will continue an attractive appearance along this arterial. Construction operations would result in exposed graded surfaces, construction materials and the presence of construction equipment in areas that would impact the visual character of the site. Construction impacts are temporary and would cease upon completion of such activities. <u>Therefore the impact to scenic resources is less than significant.</u></p>				

c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>1c. Response: (Source: Existing Site photographs, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways) See Response 1a. Implementation of the proposed project would alter the existing visual character of the area, as the proposed project extends Jurupa Avenue improvements into open space areas located on the former Ag Park parcel. Project construction would result in a temporary impact to the visual character of the site. Existing views of some undeveloped land and the existing access dirt road would be replaced with views of a four-lane divided roadway within a 110 foot right-of-way. Overall, this project will have a positive aesthetic effect on the visual character of the site and its surroundings which has been used in the past for illegal dumping. <u>With the implementation of MM AES 1 for construction, the project will have a less than significant impact</u></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>1d. Response: (Source: General Plan 2025, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines EP-007-001, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, approved March 6, 2001) Implementation of the proposed project would bring in additional sources of light and glare such as street lighting and vehicle headlights. The cumulative impacts of the Jurupa extension thorough Tract 28987, Crest Avenue to its Tract Boundary will bring through traffic traveling east and west on Jurupa. The street, to the east and west, exhibits existing street lights along the residential homes. The subject project proposes to add two street lights along the newly improved street area to meet street light guidelines. Together with tract 28987 as many as 15 street lights will be installed along Jurupa Avenue. Street light installation is normally associated with this type of project, was accounted for in the General Plan 2025 and will improve overall traffic and pedestrian safety along the entire project stretch. The lighting is identical to that of the existing lights on Jurupa Avenue. <u>Therefore, a less than significant impact directly, indirectly and cumulatively will occur.</u></p>				
<p>2. AGRICULTURE RESOURCES:</p>				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability & General Plan 2025 FPEIR – Appendix I – Designated Farmland Table, California Department of Conservation, Division of Land Resources Protection, 2012 – Riverside County Important farmland 2010) The project site or it’s a parent parcel is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance will be converted to a non-agricultural use. A portion on the northeasterly corner of the Ag Park project site is identified in the General Plan 2025 as ‘Farmland of Local Importance’. The subject extension traverses this area on the easterly side. Farmland of Local Importance is defined as land of importance to the local economy, as defined by each county’s local advisory committee and adopted by its Board of Supervisors. In Riverside County that definition is generally as follows:</p> <ul style="list-style-type: none"> • Soils that would be classified as Prime and Statewide but lack available irrigation water. Lands planted to dryland crops of barley, oats, and wheat. • Lands producing major crops for Riverside County but that are not listed as Unique crops. These crops are identified as returning one million or more dollars on the 1980 Riverside County Agriculture Crop Report. Crops identified are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelons. 				

<ul style="list-style-type: none"> Dairylands, including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more. Lands identified by city or county ordinance as Agricultural Zones or Contracts, which includes Riverside City "Proposition R" lands. Lands planted to jojoba which are under cultivation and are of producing age. <p>The subject area is not presently cultivated, nor has it been cultivated in recent history. The site has not been used as dairy lands, nor is it within the City’s Proposition R lands. Historically the overall project site was used as a sewage treatment area, an agricultural park that held livestock shows, a BMX – motocross park and now vacant and the adjacent Land Use is residential. <u>The impact is less than significant.</u></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>2b. Response: (Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, & Title 19) Implementation of this project would not conflict with existing zoning for agricultural use and the project is not an area designated as ‘Williamson Act Preserves’ or contracted land for the same. <u>Therefore there is no impact.</u></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>2c. Response: (Source: City GIS – Forest Data Map) The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. <u>Therefore, no impacts will occur from this project directly, indirectly or cumulatively.</u></p>				
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>2d. Response: (Source: City GIS – Forest Data Map) The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. <u>Therefore, no impacts will occur from this project directly, indirectly or cumulatively.</u></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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2e. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability & General Plan 2025 FPEIR – Appendix I – Designated Farmland Table, California Department of Conservation, Division of Land Resources Protection, 2012 – Riverside County Important farmland 2010) See Response 2a and 2d</p>				
<p>3. AIR QUALITY:</p>				
<p>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3a. Response: (Source: South Coast Air Quality Management District’s 2003 Air Quality Management Plan (AQMP)) The proposed project is consistent with the General Plan 2025 Program “Typical Growth Scenario” in all aspects. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all Federal and State air quality standards. The City of Riverside is located within the Riverside County sub region of the SCAG projections. 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</p>				

<p>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. This extension project is critical to alleviating one of the busiest intersections in the City of Riverside (Van Buren at Arlington) from congestion. The cumulative impacts of this project with the Tract 28987 extension of Jurupa Avenue will result in shorter trips for local residence thereby, shorting their trips and improving local air quality. Because the proposed project is consistent with air quality policies within the General Plan 2025 and the GP 2025 FPEIR determined the General Plan 2025 to be consistent with the 2003 AQMP, the proposed project will not conflict or obstruct implementation of the applicable air quality plan – AQMP. <u>Therefore this project will have no impact directly, indirectly or cumulatively to the implementation of an air quality plan.</u></p>					
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3b. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 Air Quality Management Plan, URBEMIS 2007 Model, Air Quality Assessment – Adkan Engineers, September 2009)</p> <p>Air quality impacts from the proposed project can be identified as short term impacts associated with construction activities. Long term impacts are determined to be insignificant because the proposed project is not generating any additional trips above those planned under the General Plan 2025 and will be substantially reducing existing commuter times by improving the circulation through the implementation of the General Plan 2025 Master Plan of Roadway (Figure 4 – CCM-4). The proposed project would improve the operational deficiencies that will result from increased traffic demand and congestion from the existing and forecasted growth on the nearby roadways. The proposed project would not develop land uses that would generate additional traffic or contribute to traffic congestion. As the proposed project does not directly generate traffic (additional vehicle miles traveled), it would not result in a significant increase of greenhouse gasses beyond “no project” conditions.</p> <p>The General Plan 2025 FPEIR Table 5.3-B, SCAQMD CEQA Regional Significance Thresholds shows the thresholds which the City of Riverside recognizes when evaluating potential significant air quality impacts. It is appropriate for the City to use SCAQMD thresholds since the City is located within the South Coast Air Basin SCAB.</p> <p><u>Short-Term Impacts</u></p> <p>Short-term impacts associated with construction of the proposed project will result in increased air emissions from grading, earthmoving, and construction activities. The common air emission sources from construction that can be mitigated effectively are mostly PM-10 (air borne dust). Construction activity will also generate CO and NO_x. Paints and asphalt may release reactive organic gases (ROG). The General Plan 2025 FPEIR requires individual development to employ construction approaches that minimize pollutant emissions (General Plan 2025 FPEIR MM Air 1- 4, e.g., watering for dust control, tuning of equipment, limiting truck idling times). Use of the construction equipment would be approximately six to eight weeks in duration so would not be considered long term. An Air Quality Model was conducted using CalEEMod. The results of the air quality model showed that the proposed project would generate emissions far lower than the SCAQMD thresholds for significance for construction air quality emissions. Although impacts are less than significant, implementation of MM AIR 1 through 4 will help reduce impacts further.</p> <p><u>Therefore, because the project will not violate any air quality standard, contribute substantially to an existing or projected air quality violation, and will be subject to further mitigation, the impacts directly, indirectly and cumulatively will be less than significant.</u></p>					
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3c. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 Air Quality Management Plan, URBEMIS 2007 Model, Air Quality Assessment – Adkan Engineers, September 2009)</p> <p>See Response 3b above. In addition, construction activities would result in potentially significant short term PM₁₀ and PM_{2.5} impacts that exceed the emissions set forth by SCAQMD. It should be noted that emissions produced during grading and construction activities are “short term” in nature as they occur only for the</p>					

<p>duration of construction. Construction activities are anticipated to take approximately six to eight weeks over 8 hour work day shifts. The project shall conform to SCAQMD Rule 403, implementation of such dust preventive measures would reduce short term fugitive dust impacts on nearby sensitive receptors. <u>With the implementation of MM AIR 1 through 4, the impacts will be less than significant.</u></p>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3d. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 Air Quality Management Plan, URBEMIS 2007 Model, Air Quality Assessment – Adkan Engineers, January 2010)</p> <p>Children, the elderly and those with compromised respiratory systems are considered sensitive receptors and there is potential for these receptors to exist in the project adjacent residential neighborhoods. The project will serve to implement the air quality goals established by the General Plan 2025 by improving traffic flow through the project area. Short-term impacts associated with construction of the project will result in increased air emissions from grading, earthmoving, and construction activities. Mitigation Measures MM AIR 1 – 4 noted in Response 3b above will require the project to employ construction approaches that minimize pollutant emissions (e.g., watering for dust control, limiting truck idling times). Further, a CalEEMod computer model analyzed short-term construction impacts of the project and determined that the proposed project would not exceed SCAQMD thresholds for short-term construction. <u>Therefore, with MM AIR 1 – 4 the project will not expose sensitive receptors to substantial pollutant concentrations and a less than significant impact will occur directly, indirectly or cumulatively from this project.</u></p>				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3e. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 Air Quality Management Plan, URBEMIS 2007 Model)</p> <p>The construction activities associated with the expected build out of the project site will generate airborne odors like asphalt, diesel exhaust emissions, and on- and off-site improvement installations. However, said emissions would occur only during daylight hours, be short-term in duration, and would be isolated to the immediate vicinity of the construction site. <u>Therefore, they would not expose a substantial number of people to objectionable odors on a permanent basis and as such, the project will have a less than significant impact.</u></p>				
<p>4. BIOLOGICAL RESOURCES:</p> <p>Would the project:</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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>4a. Response: (Source: General Plan 2025 Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 – MSHCP Criteria Cells, Biological Technical Report for the Jurupa Avenue Extension, dated August 7, 2000, by RECON Regional Environmental Consultants (RECON), Biological Assessment of Tentative Tract 28987, dated April 18, 2003, by Thomas Leslie Corporation (TLC), Habitat Assessment and Jurisdictional Delineation Report for Tentative Tract 31541, dated September 10, 2004, by TLC, Determination of Biologically Equivalent or Superior Preservation for Tentative Tract 28987 and 31541, dated February 25, 2006, by Gonzales Environmental Consulting, LLC (Gonzales), Habitat Assessment including the Results of a focused Burrowing Owl Survey, dated July 30, 2013, by Gonzales, Narrow Endemic Plant Species Habitat Suitability Assessment and MSHCP Consistency Analysis, dated July 28, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Least Bell's Vireo APN's: 155-040-004 and 155-040-005, dated July 28, 2013 by Gonzales, Habitat Assessment & Rare Plant Survey for narrow Endemics-Special Status Plants APN's: 155-040-004 and 155-040-005, dated July 28, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Southwestern Willow Flycatcher APN's: 155-040-004 and 155-040-005, dated July 12, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Yellow-Billed Cuckoo APN's: 155-040-004 and 155-040-005, dated July 28, 2013, by Gonzales, Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Wildlife, effective July 2004)</p> <p>The subject site is included in Biology Assessments that were prepared for the project in 2000, 2003, 2004,</p>				

2006 and 2013. The Biological Technical Report for the Jurupa Avenue Extension, dated August 7, 2000 by RECON Regional Environmental Consultants (RECON) indicated that one White-Tailed Kite was observed 'flying over the site'. This report is not specific which segment the bird was observed flying over but added that no active nests were observed. The subsequent Biological Technical Reports prepared by Thomas Leslie Corporation (TLC), in 2003 & 2004 that were prepared for Proposed Tract 28987 and 31541 concluded that the site is outside of any critical habitat (none observed) for threatened or endangered species indicated by the California Department of Fish and Wildlife (CDFW) and the U.S. Fish & Wildlife Service (USFW).

The subsequent Habitat Assessment Including the results of a Focused Burrowing Owl Survey, Narrow Endemic Plant Species Suitability Assessment and MSHCP, dated July 28, 2013, by Gonzales indicated that during their surveys the only observed threatened or special species was an incidence of one dispersing juvenile Least Bell's vireo. Gonzales concluded that 'anticipated impacts to most sensitive wildlife species would be relatively minor, for the following reasons: a) most of the potentially impacted species are common, (b) the project area is already disturbed by anthropogenic activities, and (c) the threatened/endangered species present and with potential to occur in the project area would do so as rare or occasional visitors, under current conditions.' MM BIO 4 requires that if construction occurs during the Migratory Bird Treaty Act (MBTA) nesting cycle than a nesting bird survey should be conducted by a qualified biologist.

The Project will comply with the MSHCP. The MSHCP compliance adequately mitigates for any potential impacts to 146 separate species, including species and their habitat 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 Wildlife or U.S. Fish and Wildlife Service. These species include Stevens Kangaroo Rat, burrowing owl, and Least bell's Vireo. All 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 Wildlife or U.S. Fish and Wildlife Service are covered by the SKR HCP or the Western Riverside MSHCP. MM BIO 2 requires that the Project satisfy both the SKR HCP and the Western Riverside MSHCP. Both habitat conservation plans were created to allow projects while preserving the subject species and habitat. Therefore, compliance with these conservation plans reduces project impacts to less than significant levels. Implementation of MM BIO 1, 2, 4 and MM BIO 5 & 6 will reduce impacts to less than significant.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

4b. Response: (Source: General Plan 2025 Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 – MSHCP Criteria Cells, Biological Technical Report for the Jurupa Avenue Extension, dated August 7, 2000, by RECON Regional Environmental Consultants (RECON), Biological Assessment of Tentative Tract 28987, dated April 18, 2003, by Thomas Leslie Corporation (TLC), Habitat Assessment and Jurisdictional Delineation Report for Tentative Tract 31541, dated September 10, 2004, by TLC, Determination of Biologically Equivalent or Superior Preservation for Tentative Tract 28987 and 31541, dated February 25, 2006, by Gonzales Environmental Consulting, LLC (Gonzales), Narrow Endemic Plant Species Habitat Suitability Assessment and MSHCP Consistency Analysis, dated July 28, 2013, by Gonzales., Jurisdictional Delineation APN's: 155-040-004 and 155-040-005, dated July 9, 2013 by Gonzales, Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Wildlife, effective July 2004)

See Response 4a. The subject extension project concentrates on a single area of impact. The Jurisdictional Delineation APN's: 155-040-004 & 155-040-005, dated July 9, 2013, by Gonzales, indicates potential total Ag Park impacts. In the specific project area CDFW impacts are expected to be as follows: 0.0071 acres of Riparian Scrub, and 0.1947 acres of wetlands. However, in July, 2013, environmental cleanup/excavation activities occurred on the site. The result of these activities was the elimination of native vegetation in the project area. Mitigation for impacts to loss of jurisdictional habitats will be required per the CDFW, refer to (MM BIO1, 2 & 3).

A Streambed Alteration Agreement - Notification No. 1600-2003-5019-R6 was executed by CDFW in July 2004 for the Ag Park Cleanup project impacts. This agreement expired in 2009. Consultation with the CDFW has been initiated and a new Streambed Alteration Agreement will be required for the 0.2018 acres of permanent impacts to CDFW jurisdictional area (MM BIO 3 & 4).

<u>With implementation of MM BIO 2, 3 & 4 impacts to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service will be less than significant.</u>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>4c. Response: <i>(Source: General Plan 2025 Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 – MSHCP Criteria Cells, Biological Technical Report for the Jurupa Avenue Extension, dated August 7, 2000, by RECON Regional Environmental Consultants (RECON), Biological Assessment of Tentative Tract 28987, dated April 18, 2003, by Thomas Leslie Corporation (TLC), Habitat Assessment and Jurisdictional Delineation Report for Tentative Tract 3154, dated September 10, 2004, by TLC, Determination of Biologically Equivalent or Superior Preservation for Tentative Tract 28987 and 31541, dated February 25, 2006, by Gonzales Environmental Consulting, LLC (Gonzales), Habitat Assessment including the Results of a focused Burrowing Owl Survey, dated July 30, 2013, by Gonzales, Narrow Endemic Plant Species Habitat Suitability Assessment and MSHCP Consistency Analysis, dated July 28, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Least Bell’s Vireo APN’s: 155-040-004 and 155-040-005, dated July 28, 2013 by Gonzales, Habitat Assessment & Rare Plant Survey for narrow Endemics-Special Status Plants APN’s: 155-040-004 and 155-040-005, dated July 28, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Southwestern Willow Flycatcher APN’s: 155-040-004 and 155-040-005, dated July 12, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Yellow-Billed Cuckoo APN’s: 155-040-004 and 155-040-005, dated July 28, 2013, by Gonzales, Jurisdictional Delineation APN’s: 155-040-004 and 155-040-005, dated July 9, 2013 by Gonzales, Department of the Army Nationwide Permit Authorization, dated June 22, 2006)</i></p> <p>A Department of the Army Nationwide Permit Authorization was executed on June 22, 2006 based on the Habitat Assessment and Jurisdictional Delineation Report for Tentative Tract 31541, dated September 10, 2004, by TLC. That authorization included impacts to all those Federally impacted waters on the Ag Park Property and was valid through March 19, 2007.</p> <p>The subject extension project concentrates on a single area of impact. The Jurisdictional Delineation APN’s: 155-040-004 and 155-040-005 Report, dated July 9, 2013 by Gonzales indicates potential <u>total</u> Ag Park federally protected impacts. In the <u>specific</u> project area Federal impacts are expected to be as follows: 0.0050 acres of non-wetlands waters of the U.S. and 0.0721 acres Wetlands Waters of the U.S., totaling 0.0771 acres of Federal Waters impact. However, in July, 2013, environmental cleanup/excavation activities occurred on the site. The result of these activities was the elimination of native vegetation in the project area. Mitigation for impacts to loss of Federal jurisdictional habitats will be required per the Army Corps of Engineers (USACE), refer to (MM BIO 2, 3 & 4). Consultation has been initiated with the USACE to obtain a new or revised USACE 404 Permit.</p> <p>Coordination with the Santa Ana Regional Water Quality Control Board (SARWQCB) began on the Ag Park property in 2006 resulting in a conditional Clean Water Act Section 401 Water Quality Standards Certification for Tracts 28987 and 31541, dated March 6 2006. These Tracts comprise the entire Ag Park property and all of the property’s federally Jurisdictional areas, including that area impacted for the subject extension project. Consultation with the SARWQCB has been initiated for the subject extension project as to obtain a new or revised/updated 401 Certification. (MM BIO 3)</p> <p><u>With implementation of MM BIO 2, 3 & 4 impacts on federally protected wetlands as defined by Section 404 of the Clean Water Act will be less than significant.</u></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"/>

4d. Response: (Source: General Plan 2025 Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 – MSHCP Criteria Cells, Narrow Endemic Plant Species Habitat Suitability Assessment and MSHCP Consistency Analysis, dated July 28, 2013, by Gonzales)

The MSHCP addresses wildlife movement corridors by delineating existing and proposed Cores, extensions of Existing Cores, Linkages, and Constrained Linkages. Neither this street extension project nor the parent Ag Park parcel site is identified as a property within an existing or proposed core, extension of existing cores, linkages or constrained linkages. The project site is a small portion of the larger Ag Park Property. No portion of this small extension project area is within the boundaries of a Western Riverside County Multiple Species Habitat Plan (MSHCP) Criteria Cell, although a portion of the overall Ag Park site is within Criteria Cell 617.

Because this small street extension project is not located within a criteria cell, the fact that the project site is adjacent to urban development and is the extension of a major arterial makes it unsuitable for a wildlife corridor. **The planned arterial extension will not interrupt any linkage between biologically significant habitat areas in the vicinity therefore this impact is less than significant.**

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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4e. Response: The project will not conflict with any local policies or ordinances protecting biological resources. The proposed project is subject to, and will comply with, the MSHCP and any other ordinances protecting biological resources. Because the Project can fully comply with those policies and ordinances, there will be no conflict. **With the implementation of MM BIO 2 & 6 the project impacts are reduced to less than significant.**

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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4f. Response: The project is in full compliance with the Stephens Kangaroo Rat HCP by paying the required mitigation fee as appropriate and the Multiple Species Habitat Conservation Plan by adhering to the requirements set forth in the MSHCP Guidelines. **Implementation of MM BIO 2 & 6 will reduce impacts to less than significant levels.**

5. CULTURAL RESOURCES:

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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5a. Response: (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 – Archaeological Sensitivity, Figure 5.5-2 – Prehistoric Cultural Resources Sensitivity, & Appendix D – Cultural Resources Study for the City of Riverside General Plan 2025 Update Program EIR, Title 20 of the Riverside Municipal Code, Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California, dated May 19, 2000 by RECON, City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Grant Historical Resources Inventory and Context Statement – Galvin Preservation Associates – September 2007, A Cultural Resources Assessment of Tentative Tract 28987, a 42 acre parcel located northeast of the intersection of Crest Avenue and Mandalay Court, City of Riverside, Riverside County, dated January 5, 2003 by TLC)

The cultural resource investigation performed for the proposed Jurupa Extension Project in 2000 (RECON, May 19, 2000) found remains of a sewage treatment facility and settling ponds associated with Camp Anza during the 1940's. RECON concluded that these remains did not retain the level of integrity or association that would meet criteria for importance under CEQA, for inclusion in the California Registrar of Historical Resources or for designation under Title 20. In 2003 TLC prepared a Cultural Resources Assessment of TT 28987. According to the TLC report no cultural resources were identified within the area proposed for development. It should be noted that the 2003 TLC report was prepared for all that property known as the Ag Park. Due to environmental site cleanup existing concrete and the settling basins have been removed and those materials trucked offsite. Further, the remnants of the sewage treatment plant existed on the western portion of the Ag Park property and therefore, no impact to an historical resource will be caused by the construction of this roadway extension. However, if during construction cultural resources are encountered, work should be halted or diverted in the area while a qualified archeologist evaluates the finds and makes recommendations. (MM CULT 1). Implementation of MM CULT1 will reduce impacts to less than significant.

b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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5b. Response: (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 – Archaeological Sensitivity, Figure 5.5-2 – Prehistoric Cultural Resources Sensitivity, & Appendix D – Cultural Resources Study for the City of Riverside General Plan 2025 Update Program EIR, Title 20 of the Riverside Municipal Code, Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California, dated May 19, 2000 by RECON, City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Grant Historical Resources Inventory and Context Statement – Galvin Preservation Associates – September 2007, A Cultural Resources Assessment of Tentative Tract 28987, a 42 acre parcel located northeast of the intersection of Crest Avenue and Mandalay Court, City of Riverside, Riverside County, dated January 5, 2003 by TLC)

The cultural resource investigation performed on the project on 2000 (RECON, May 19, 2000) and verified by TLC, 2003, found that there are no known archaeological resources within the project site area; however, because some of the area of the project involves previously undisturbed soils (below excavations for environmental cleanup) MM CULT 1 is being imposed should buried archaeological resources be discovered during construction. With the implementation of MM CULT 1, the impacts to archeological resources will be less than significant.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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5c. Response: (Source: General Plan 2025 Policy HP-1.3, Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California – RECON – May 19, 2000, EP-007-007, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Grant Historical Resources Inventory and Context Statement – Galvin Preservation Associates – September 2007)

The earlier analysis used to obtain the 2001 Mitigated Negative Declaration for Jurupa Avenue Extension, approved March 6, 2001 found there to be no impact to paleontological resources or geologic features. Further, no identified paleontological resources or paleontologically sensitive areas are known to occur

<p>within the City. Although no evidence of fossil specimens is known, there is the potential for such resources to be present in older alluvium. Therefore, paleontological monitoring should be considered during grading operations, as the project requires extensive excavations and will impact deposits of older alluvium. As such MM CULT 2 is being imposed. <u>With the implementation of MM CULT 2, the impacts to paleontological resources will be less than significant</u></p>				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5d. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California – RECON – May 19, 2000, City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Grant Historical Resources Inventory and Context Statement – Galvin Preservation Associates – September 2007)</p> <p>No known human remains exist on-site and due to the level of past disturbance on-site, it is not anticipated that human remains would be encountered during earth removal or disturbance activities. Should human remains be encountered during construction, all activities would cease immediately and the Riverside County Coroner would be immediately contacted pursuant to California Health and Safety Code §7050.5 and California Public Resources Code § 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed by Section 15064.5(e) of the CEQA Guidelines. Therefore project implementation would not create a significant impact to human remains.</p>				
<p>6. GEOLOGY AND SOILS:</p> <p>Would the project:</p> <p>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6i. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Preliminary Soil Investigation, Tentative Tract Map 28987, 42+/- acres Extension of Jurupa Avenue, City of Riverside, California, dated December 4, 2002, by Sid Geotechnical, Inc.)</p> <p>Seismic activity is expected in Southern California. Southern California has numerous potentially active faults that could affect the project site. In the City of Riverside, there are no Alquist-Priolo zones. Surface traces of active faults are associated with the San Jacinto Fault, located about 11 miles northeast of the project site and the North Elsinore fault zone about 10 miles to the southwest. No known faults exist within the project area and the project geotechnical investigation did not disclose any visible lineaments of fault topography on or around the project site, based on aerial photographic evidence. The project does not propose the introduction of additional people or residential structures into the area. <u>The impacts are less than significant.</u></p>				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6ii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Preliminary Soil Investigation, Tentative Tract Map 28987, 42+/- acres Extension of Jurupa Avenue, City of Riverside, California, dated December 4, 2002, by Sid Geotechnical, Inc., Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</p> <p>Southern California has numerous potentially active faults that could affect the project site. Surface traces of active faults are associated with the San Jacinto Fault, located 11 miles northeast of the project site, and the Elsinore fault zone about 10 miles to the southwest. In the City of Riverside, there are no Alquist-Priolo zones. No known faults exist within the project area and the project geotechnical investigation did not disclose any visible lineaments of fault topography on or around the project site, based on aerial photographic evidence. Further, the Mitigated Negative Declaration for Jurupa Avenue Extension approved March 6, 2001 found there to be no impact. The site is located within Seismic Zone 4. According to Sid Geotechnical, 2002, the site is expected to be subject to moderate to strong from a regional seismic event within the projected life of the project. Ground shaking is judged to be the hazard most likely to affect the project, based upon its' proximity to the regional faults. However, due to the location of the project and the nature of the project, the impacts of strong seismic ground shaking are less than significant.</p>				

iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025, FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Preliminary Soils Investigation, Tentative Tract Map 28987, 42+/- acres Extension of Jurupa Avenue, City of Riverside, California, dated December 4, 2002, by Sid Geotechnical, Inc.,)</p> <p>Liquefaction is most likely to occur when a site’s water table is less than 30 feet below ground surface. According to Sid Geotechnical, December 2002, due to the project site’s soils types and depth of bedrock ‘liquefaction is not likely’. They add that the site is not located within liquefaction zones as shown on ENVICOM 1976 maps. The site is located in an area of high potential for liquefaction on the Riverside County Transportation and Land Management Agency, 2005 maps (PS-2). But again, due to the project site’s soils types and depth of bedrock ‘liquefaction is not likely’. Impacts are less than significant.</p>				
iv. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>6iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Preliminary Soils Investigation, Tentative Tract Map 28987, 42+/- acres Extension of Jurupa Avenue, City of Riverside, California, dated December 4, 2002, by Sid Geotechnical, Inc.,)</p> <p>Landslides are earthquake-induced ground failure occurs primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when they become water saturated. Landslides are generally limited to areas with a combination of poorly consolidated material and slopes that exceed 30%. The project site exhibits areas within the existing drainage gully beneath the proposed right-of-way that are underlain by slopes 15% to 30% but according to the Project Preliminary Soils Report the project landslides are not a potential hazard for the project site. All fill slopes will be placed per the recommendations of the project Geotechnical Engineer (MM GEO 1). With the implementation of MM GEO 1 risks of landslides are reduced to less than significant impact.</p>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>6b. Response: (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, & Storm Water Pollution Prevention Plan SWPPP)</p> <p>The highest erosion potential occurs in loose and/or shallow soils on steep slopes. Project construction would produce loose soils, which are subject to erosion if the surface area were to be disturbed or vegetation were to be removed. Grading and trenching for construction may expose soils to short-term wind and water erosion. Implementation of erosion control measures as required, and although this project site is less than one acre in size it is phase of an overall project site that exceeds 30 acres in size (Tract 28987). Therefore, adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities (MM HYD 1 & MM Geo 3) will reduce potential impacts to less than significant impacts.</p>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>6c. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Preliminary Soils Investigation, Tentative Tract Map 28987, 42+/- acres Extension of Jurupa Avenue, City of Riverside, California, dated December 4, 2002, by Sid Geotechnical, Inc.,)</p> <p>Although the project area displays no risk of liquefaction potential, the undocumented alluvium directly below the project site creates hazard unless treated properly during construction. The alluvium in this area will be excavated, removed and replaced with competent compacted, engineered material to avoid any issues with liquefaction (MM GEO 1). Therefore, with the implementation of MM GEO 1, impacts will be less than significant.</p>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>6d. Response: (Source: General Plan 2025 FPEIR - Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, & California Building Code as adopted by the City of Riverside & Preliminary Soils Investigation, Tentative Tract Map 28987, 42+/- acres Extension of Jurupa Avenue, City of Riverside, California,</p>				

dated December 4, 2002, by Sid Geotechnical, Inc.)

The Project Preliminary Soils Report (Sid Geotechnical, Dec. 2002) that the overall project site exhibits near surface soils that low to medium potential for expansion. Much of the near surface soils will be removed with the environmental cleanup of the site. All imported soils should be very low in expansion potential and soils type and placement verified by the project Geotechnical Engineer during construction. **Therefore, the implementation of MM GEO 2, impacts will be less than significant .**

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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6e. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils & Table 5.6-B – Soil Types)

The project proposes a roadway alignment that would extend Jurupa Avenue. It would not be necessary to install septic tanks or alternative wastewater disposal systems, as an existing sewer line is to be relocated with the project construction. Since the project does not involve the use of septic tanks or alternative wastewater disposal systems no **impact would occur.**

7. GREENHOUSE GAS EMISSIONS.

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"/>
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7a. Response: (CalEEMod)

Operation Emissions:

The proposed project is an extension of Jurupa Avenue, a four-lane roadway, from 272 feet west of the end of existing Jurupa Avenue to Rutland Avenue. The Jurupa Avenue extension was accounted for in the City of Riverside’s General Plan 2025 and the General Plan 2025 Program PEIR where it was noted that the build out of the Master Plan of roadways will relieve traffic congestion on east/west arterials in the area, namely Arlington Avenue. The project is consistent with the City’s General Plan 2025 policies designed to reduce GhG emissions. Since the project will not result in a net increase in GhG emissions, it will not interfere with the State’s goals of reducing greenhouse gas emissions. As the proposed project does not directly generate traffic (additional vehicle miles traveled), it would not result in a significant increase of greenhouse gasses beyond “no project” conditions. Therefore, this Project will have less than significant impacts with respect to GhG emissions when completed.

Construction Emissions:

The project would result in short-term emissions of greenhouse gases during construction. The following table lists the estimated greenhouse gas emissions associated with construction of the project.

SCAQMD Threshold Emissions

Phase	Pollutant (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Construction	75	100	550	150	55	150

Project Construction Emissions

Phase	Pollutant (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Unmitigated Construction Emissions	6.77	60.72	37.30	9.65	6.29	0.06
Mitigated Emissions	6.77	60.67	37.27	7.70	4.81	0.06
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Determining Significance

As shown in the above tables, the project would result in greenhouse gas emissions of construction emissions that are is far less than the SCAQMD threshold without mitigation. **Impacts are considered less than significant.** MM AIR 1-3 have been included to ensure that construction practices continually consider impacts to air quality.

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

7b. Response:

The SCAQMD supports State, Federal and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules and has established an interim Greenhouse Gas (GHG) threshold. The project would comply with all SCAQMD applicable rules and regulations during construction and, as demonstrated in the CalEEMod 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. Therefore, the project will not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GHGs. **Impacts are considered less than significant.**

8. HAZARDS & HAZARDOUS MATERIALS:

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

8a. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1 and OEM's Strategic Plan, Response Action Plan (RAP), dated August 23, 2005, by Frey Environmental, Inc. (Frey))

The proposed project itself would not produce or generate any significant hazard to the public or the environment from the routine transport, use or disposal of hazardous wastes or material. During construction, small amounts of hazardous materials may be found in solvents, chemicals and petroleum products used for road maintenance and landscaping. The materials would be similar to those found in common household products such as cleaning products or pesticides. Hazardous materials and/or wastes will be managed in accordance with all applicable Federal, State and local guidelines and as a result would not be a significant hazard to the public or the environment. No hazardous substances are planned to be stored on the project site. Any potential impacts from routine disposal, use or transport of hazardous materials will be reduced to a level of less than significant by conforming to existing guidelines and regulations for the disposal, use or transport of hazardous materials (MM HAZ 2).

The overall Ag Park site, however, has been identified as containing potential hazardous materials on site, including the discovery of polychlorinated biphenyls (PCBs). The site was first developed with a sewage treatment plant over 70 years ago, and ceased operation in 1965. With the demolition of the existing structures on site associated with the treatment plant in about 2003, a sludge spill occurred and the city began the cleanup of the site. The sludge and soil samples collected at that time determined the presence of the PCBs. The spilled sludge and impacted soil were removed and transported to a Class I hazardous waste disposal facility, and all demolition activity on the site was discontinued. Since 2003 additional testing has occurred on the site and PCBs were detected as the primary contaminant of concern.

In order to proceed with site cleanup and in turn this proposed extension project the applicant has submitted a Response Action Plan (RAP) prepared by Frey to address the cleanup of the site to bring it to the level that would be acceptable to the requirements of the California Health & Safety Code, codifying AB 389. The plan is subject to review by the State Department of Toxic Substances Control (DTSC). The cleanup project was part of an MND approved by the city of Riverside on April 11, 2006 and was the subject of a State of California DTSC Responsible Agency Checklist, executed August 8, 2006. The RAP provides a summary of the contaminants that were noted from the various soil samples taken from the site, address the various

parties involved in the review and cleanup of the site, and provides a detailed description of the measures for the site remediation.

ALL WORK PRIOR TO RECEIVING A ‘NO FURTHER ACTION’ (NFA) LETTER FROM DTSC WILL BE PERFORMED PER THE EXSITING RAP. (MM HAZ 1)

The plan specifies the site is to be prepared for single family residential development (Tract 28987) through the excavation, removal and disposal of soils containing PCB concentrations in excess of residential preliminary remediation goals of 0.220mg/kg. The soils containing PCB concentrations and related depths are noted in Figure 3-8 of the RAP. An approximate area of 35-40 acres is estimated to contain concentrations of PCBs in excess of 0.220 mg/kg.

The actual site remediation includes the excavation, loading, transporting and off-site disposal of the soils containing the PCBs. Ingress and egress roads are provided to handle the volume of trucks required for the operation. Specific air monitoring and dust control measures are provided based on the best available control measures consistent with the South Coast Air Quality Control District (SCAQMD) and per the specific control measures in Section 8.3 of the RAP.

There are two gullies on the site in the eastern and western (impacted by this subject expansion project) portion that are also were required to be excavated, both for soil removal and concrete removal, with ongoing soil samples collected at regular intervals to confirm the removal of the soils greater than 0.220 mg/kg. The gullies were heavily vegetated which has been removed as green waste.

Trucks loaded with soil exit the site, travel east on Jurupa Avenue to van Buren Boulevard, then northwest to the 60 Freeway to the designated disposal site. It is planned that the cleanup operations will be complete prior to this subject expansion project begins, therefore transportation mitigation measures regarding the transportation and disposal of the removed soil and concrete are included in the RAP.

A post-remediation health risk assessment will be conducted following the completion of the remediation of the site per the RAP, (MM HAZ 3) to evaluate potential health risks to humans associated with chemicals in the site soils. The assessment will be prepared in accordance with work plan included as Appendix G in the RAP. **With the implementation of MM HAZ 1-3 impacts will be reduced to less than significant.**

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8b. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan) See Response 7a above. As well, the project contractor shall prepare a ‘spill plan’ to be utilized in the rare event of a spill emergency that will include immediate steps to reduce the potential for environmental harm (MM HAZ 4). <u>Therefore, with the implementation of MM HAZ 4, impacts due to release of hazardous materials will be less than significant.</u>				
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"/>
8c. Response: (Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code) There are no proposed or existing schools within one-quarter mile of the project site. <u>Therefore no impacts are identified.</u>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<p>8d. Response: (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>The project is located within a site which is included on a list of hazardous materials by the Department of Toxic Substance’s (DTSC) EnviroStor Database for the Camp Anza Military Reservation and is also listed in the General Plan 2025 as a contaminated site on Figure PS-5. PCB’s (polychlorinated biphenyl) have been uncovered as a result sewage ponds constructed for the Camp Anza Military Base. See response 8a above. <u>With the implementation of MM HAZ 1-3 impacts will be reduced to less than significant.</u></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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8e. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</p> <p>The project is located in the Inner Approach Departure Zone of Riverside County Airport Land Use Compatibility Plan (RCALUCP) for the Riverside Municipal Airport, and within two miles of the Riverside Municipal Airport. Being that the project is a roadway and is consistent with the General Plan 2025 this ensures that the project will not create a safety hazard for the airport. <u>Therefore, there will be no impact.</u></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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas and RCALUCP)</p> <p>The project is not located in the vicinity of a private airstrip. <u>Therefore, there will be no impact.</u></p>				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8g. Response: (Source: GP 2025 FPEIR– Hazards & Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</p> <p>The proposed roadway extension project would not interfere with an adopted emergency response or evacuation plan. Upon completion it would provide greater access and improve mobility in case of emergency. The proposed roadway project will comply with applicable City of Riverside Fire Department codes for emergency vehicle access during construction and, in addition, the project will not impede existing emergency access for adjacent or surrounding properties during construction or operation. <u>Therefore, the impacts to emergency response and evacuation plans less than significant impact.</u></p>				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8h. Response: (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, City of Riverside’s EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)</p> <p>The minor expansion of an existing roadway will not result in any increased fire hazards and will provide greater access for emergency responders. The project does not propose any structures; <u>Therefore there is a less than significant impact.</u></p>				
<p>9. HYDROLOGY AND WATER QUALITY:</p> <p>Would the project:</p>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>9a. Response: (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water, Project Preliminary grading plan, Street Improvement and Storm Drain Plans, prepared by Adkan Engineers, Project Specific – Hydrology Study for Tract 28987 Prepared by Adkan Engineers, August 15, 2003 and Hydrology Study for the Open</p>				

Space/Remainder Parcels of Tract 28987 Prepared by Adkan Engineers, August 15, 2003)

The existing easterly gully, proposed to be filled in by the planned street expansion, drains the street flow from existing residential tracts to the south. This drainage area is approximately 36.4 acres. Drainage from the southeast tract also traverses the site with approximately 40.3 acres of drainage from single family home sites. The gully also currently receives flows from Jurupa Avenue and the tracts to the east. That area is approximately 11.4 acres in size. Existing conditions are such that some area of the overall Ag Park site also drains to this gully. That area is about 7.2 acres.

Historical trash/illegal dumping occurs within the gully, thus reducing the ravine’s filtering capabilities. The project proposes to accommodate street runoff by directing street surface flows during storm events catch basins and to a planned culvert. Offsite waters will be picked up in storm drain pipes.

Impacts to water quality typically range over three periods: 1) during earthwork and construction phase, when the potential for erosion, siltation and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase. This planned extension project's increase in urban runoff in negligible.

Federal water quality objectives are dictated by section 303(d) of the Clean Water Act (CWA) and the U.S. Environmental Protection Agency (EPA) water quality planning and management regulations, which require states to identify waters that do not meet, or are expected to meet, water quality standards, even after technology based or other required controls are in place. The subject culvert is not 303(d) listed but the Santa Ana River, downstream of the planned culvert is 303(d) listed for pathogens. Therefore, the project during all stages of construction would be required to clean first flush waters for pathogens and any other potential pollutants (MM HYD 1). The proposed project would result in disturbance of soil that would require compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities, as it is a phase of a larger project. This Statewide General Permit regulates discharges from construction sites that disturb one or more acres of soil. Compliance with Water Quality requirements by preparing a site specific Water Quality Management Plan and the Statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activities, which includes MM HYD 1, would mitigate the project to a less than significant impact.

With the implementation of MM HYD 1 the impacts to water quality standards are reduced to a less than significant impact.

<p>b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9b. Response: (Source: General Plan 2025 Table PF-1.1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU Map of Water Supply Basins, RPU Urban Water Management Plan) The General Plan 2025 Program Final PEIR determined that implementation of the General Plan 2025 Program would 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. As a result, impacts to groundwater due to implementation of the General Plan 2025 Program were found to be less than significant. <u>Because this proposed project serves to implement, and is consistent with the General Plan 2025 Program, impacts to groundwater supplies and recharge are less than significant impact directly, indirectly and cumulatively.</u></p>				
<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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



9c. Response: (Source: Project Preliminary grading plan, Street Improvement and Storm Drain Plans, prepared by Adkan Engineers, and Project Specific – Hydrology Study for Tract 28987 Prepared by Adkan Engineers, August 15, 2003 and Hydrology Study for the Open Space/Remainder Parcels of Tract 28987 Prepared by Adkan Engineers, August 15, 2003)

Although the project would increase the impervious area by about 40,000 square feet, the overall impact this represents to the Santa Ana Watershed is less than significant. This increase in runoff generated by the proposed project is considered insignificant and would not result in significant impacts. Additionally, storm water runoff from the project site drains to engineered facilities which reduce erosion potential. The overall project is subject to NPDES requirements and is subject to preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) (MM HYD 1) for the prevention of runoff during construction. **Therefore, the project will have a less than significant impact with mitigation 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"/>
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9d. Response: (Source: Project Preliminary grading plan, Street Improvement and Storm Drain Plans, prepared by Adkan Engineers, and Project Specific – Hydrology Study for Tract 28987 Prepared by Adkan Engineers, August 15, 2003 and Hydrology Study for the Open Space/Remainder Parcels of Tract 28987 Prepared by Adkan Engineers, August 15, 2003)

See responses 9a and 9c above. In addition, as previously indicated, the project would increase the impervious area by a negligible amount. This increase in runoff generated by the proposed project is considered insignificant and would not result in potential impacts. Additionally, storm water runoff from the project site drains to engineered facilities which reduce erosion potential. As a result, project implementation would not alter the existing drainage pattern of the area, as the graded roadway currently exists. No resulting substantial alteration of existing drainage patterns or increase in erosion or siltation on-site or in the project vicinity is anticipated. **Therefore the impacts will be less than significant.**

e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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9e. Response: (Source: Project Preliminary grading plan, Street Improvement and Storm Drain Plans, prepared by Adkan Engineers, and Project Specific – Hydrology Study for Tract 28987 Prepared by Adkan Engineers, August 15, 2003 and Hydrology Study for the Open Space/Remainder Parcels of Tract 28987 Prepared by Adkan Engineers, August 15, 2003)

See responses 9a and 9c above. In addition, as previously indicated, the project would increase the impervious area by a negligible amount. This increase in runoff generated by the proposed project is considered insignificant and would not result in potential impacts. Additionally, storm water runoff from the project site drains to engineered facilities which prevent erosion. As a result, project implementation would not significantly alter the existing drainage pattern of the area, as the graded roadway currently exists. As the extended road was included in the preparation of the City General Plan 2025 and the impacts of the project were considered under that plan, no resulting substantial erosion or siltation on-site or in the project vicinity is anticipated. All drainage improvements shall be consistent with the requirements of the City of Riverside’s Public Works Department. **Therefore, less than significant impacts would occur in this regard.**

f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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9f. Response: (Source: Project Preliminary grading plan, Street Improvement and Storm Drain Plans, prepared by Adkan Engineers, and Project Specific – Hydrology Study for Tract 28987 Prepared by Adkan Engineers, August 15, 2003 and Hydrology Study for the Open Space/Remainder Parcels of Tract 28987 Prepared by Adkan Engineers, August 15, 2003)

The existing easterly gully, proposed to be filled in by the planned street expansion, drains the street flow from existing residential tracts to the south and east. This drainage area is approximately 36.4 acres. Drainage from the southeast tract also traverses the site with approximately 40.3 acres of drainage from single family home sites. The gully also currently receives flows from Jurupa Avenue and the tracts to the east. That area is approximately 11.4 acres in size. Existing conditions are such that some area of the overall

<p>Ag Park site also drains to this gully. That area is about 7.2 acres.</p> <p>Historical non-point source trash/illegal dumping occurs within the gully, thus reducing the ravine’s filtering capabilities. The project proposes to accommodate street runoff by directing street surface flows during storm events catch basins and to a planned culvert. Offsite waters will be picked up in storm drain pipes.</p> <p>The increase of a negligible amount of impervious area that is added to this drainage area from this project will not substantially degrade water quality in the area. <u>Therefore, there is a less than significant impact.</u></p>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9g. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas and FEMA Flood Hazard Maps None Panel No. 06065C0705G)</p> <p>The proposed project does not involve the construction of any housing and does not lie within a flood zone.. <u>Therefore, there is no impact.</u></p>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9h. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps None Panel 705 of 380, Map No. 06065C0705G)</p> <p>The proposed project does not involve the construction of any structures except the actual placement of an additional storm drain culvert and the actual roadway. The project site is not within a flood hazard zone, as it is designated by FEMA as Zone “x”. <u>Therefore, there is no impact.</u></p>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9i. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps None Panel No. 06065C0705G)</p> <p>The project itself involves construction of a street and culvert and does not involve the construction or modification of a levee or dam. The project proposes a culvert that will allow storm flows through the crossing area, lessening the potential for back-up. <u>Therefore, there is a less than significant impact.</u></p>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9j. Response: (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality, Preliminary Soils Investigation, Tentative Tract Map 28987, 42+/- acres Extension of Jurupa Avenue, City of Riverside, California, dated December 4, 2002, by Sid Geotechnical, Inc.)</p> <p>There is no risk of seiche or tsunami in the project area. The proposed project is not situated on a hillside area subject to inundation by mudflow. <u>Therefore, there is no impact.</u></p>				
<p>10. LAND USE AND PLANNING:</p> <p>Would the project:</p>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10a. Response: (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)</p> <p>The project encompasses improvements to an existing improved roadway and an extension to that roadway. This project alignment is fixed within a community and therefore will not create a new division within an established community but rather provide transportation opportunities to connect communities, <u>therefore, there is no impact.</u></p>				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10b. Response: (Source: General Plan 2025, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code,</p>				

<p><i>Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i></p> <p>The proposed project does not 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 and is not of Statewide, Regional or Area wide Significance. As such, this project will not conflict with other applicable land use plans, policies or regulations. <u>Therefore there is no impact.</u></p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10c. Response: <i>(Source: MSHCP, General Plan 2025 – Figures OS-6 to OS-8 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), MSHCP Core Reserves and Linkage and MSHCP Cell Areas)</i></p> <p>See Response to 4a through 4f above. The project area is located within the boundaries of an adopted habitat conservation plan (MSHCP) but is not within a criteria cell. It is also not in conflict with any provisions therein. <u>Therefore, there will not be any impact.</u></p>				
11. MINERAL RESOURCES:				
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>11a. Response: <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p> <p>The project does not involve extraction of mineral resources. No mineral resources have been identified on the project site and there is no historical use of the site or surrounding area for mineral extraction purposes. The project site is not, nor is it adjacent to, a locally important mineral resource recovery site delineated in the City’s General Plan 2025. There is no evidence that the project will result in a significant adverse impact on mineral resources and <u>therefore there is no impact.</u></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>11b. Response: <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p> <p>See Response 11a. <u>There is no Impact</u></p>				
12. NOISE:				
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: <i>(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i></p> <p>The earlier analysis in the 2001 Mitigated Negative Declaration for Jurupa Avenue Extension adopted March 6, 2001 found noise impacts to be less than significant. The project area is located in an area impacted by noise from the existing Jurupa Avenue and the Riverside Municipal Airport. According to a noise study prepared by the City of Riverside Public Works Department for the entire Jurupa Avenue extension in 2000, this phase of the project area potentially generated noise impacts that could increase by the year 2010. Therefore, mitigation was implemented for projects constructed along proposed Jurupa Avenue extension and as indicated in the 2001 earlier analysis of the project, based on those mitigation the following statements for the project remain true, and thus, reduce the impacts to less than significant:</p>				

1. The extension of Jurupa Avenue has been planned for years and mitigation for the project was incorporated into the plans for the existing subdivisions.
2. Existing residential properties do not front on Jurupa Avenue. The existing back-up lot treatment improvements included noise attenuating features such as landscaping and block walls adjacent to the area.
3. The insulation measures used in the construction of the nearby residential homes are sufficient to achieve an interior noise level of 45 decibels or below.
4. The estimated future noise levels still fall within an acceptable range as established by the General Plan.

Thus, based on the findings of the earlier analysis in the 2001 Mitigated Negative Declaration for Jurupa Avenue Extension adopted on March 6, 2001, and based on the fact that the Jurupa Avenue extension is included in the General Plan 2025 analysis as well as in the planning of the existing residential neighborhoods, the project's noise impacts will be less than significant.

As to construction noise, any impacts will be temporary in nature. The project will comply with standards and requirements of Title 7 of the Riverside Municipal Code (MM NOISE 1) to reduce any construction related impacts. Further, all construction equipment shall be staged as far away from residential structures as possible to reduce any construction noise impacts (MM NOISE 2).

With the implementation of MM NOISE 1 and 2 noise impacts will be less than significant.

b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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12b. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, Project Noise Assessment – Jurupa Avenue Extension – Phase II, dated August 2009)

The adjacent, existing, residential neighborhood has been subjected to traffic on Jurupa Avenue for several years which traffic is typical of residential traffic. Although the traffic counts will rise, due to the Jurupa Avenue being a through street, the types of vehicles are not anticipated to change, and therefore, the sensitive receptors will not be subject to long-term, excessive ground-borne vibration.

Construction activities, however, have the potential to create short-term ground-borne vibration. Typically ground-borne vibration generated by man-made activities attenuates rapidly as distance from the source of the vibration increases. Street construction immediately adjacent to the existing residences has the potential for short-term construction-related vibration levels from bulldozers that would result in potential residential annoyance at the closest existing residences. However, this annoyance is approximately equivalent to rail traffic at a 50 foot distance and is limited to short infrequent periods when the bulldozer is directly adjacent to the curb behind a residence. The time spent in this upper range is limited to a matter of minutes, affecting only about 4 homes adjacent the Jurupa Avenue right-of-way and will occur during the daylight hours. **Compliance with MM NOISE 1-2 will ensure the impacts of the project are less than significant.**

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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12c. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-10 – Noise/Land Use Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, Project Noise Assessment – Jurupa Avenue Extension – Phase II, dated August 2009)

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas of conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria in the City's Noise Element of the General Plan 2025 and the Riverside Municipal Code, Title 7. Noise levels immediately adjacent to the project area are anticipated to increase slightly as a result of the roadway extension. Where the existing roadway is improved and has local current traffic, that area will see

<p>some increase of local-through traffic with the extension. However, the level of ambient noise does not exceed the levels deemed acceptable in Title 7 and General Plan 2025. As well, the roadway extension was considered in the analysis of the General Plan 2025. <u>Therefore, the increase in ambient noise from the project is considered less than significant.</u></p>				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>12d. Response: (FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions Report)</p> <p>Short-term noise impacts would be associated with the excavation and grading on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area today but the noise level would decrease once project construction is completed.</p> <p>Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would increase noise levels incrementally on site access roads. It is anticipated that there will be a single-event noise exposure potential at a maximum level of 89 dBA Lmax with assessment of passing pavers at 50 ft. However, the projected construction traffic will be minimal for this short segment of street construction. Therefore, short-term construction-related worker commutes and equipment transport noise impacts would not be substantial. Construction of the proposed project would generate short-term increases in nearby ambient noise levels.</p> <p>The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on site. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses.</p> <p>However, due to the nature and location of the project this impact will be mitigated by requiring the contractor to fully comply with the City’s Noise Ordinance, (Title 7), including limited hours and days of operation, and by requiring that all construction equipment be maintained in efficient operating condition (MM NOISE 1) The Project Contractor shall place all stationary construction equipment such that emitted noise is directed away from residential areas, and shall locate stockpiling and construction vehicle staging areas as far away as practical from residential receptors during construction activities (MM NOISE 2). <u>With the implementation of MM NOISE 1 and 2, impacts associated with ambient noise levels will be less than significant.</u></p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12e. Response: (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-10 – Noise/Land Use Compatibility Criteria, RCALUCP, and Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</p> <p>The project is located in the Inner Approach Departure Zone of the Riverside Municipal Airport, and within two miles of the Riverside Municipal Airport. As the project involves the extension of an existing roadway and is located near the Riverside Municipal Airport, and that the roadway extension was considered in the analysis of the General Plan 2025, the project would not expose people to excessive noise levels. <u>Therefore, the impact will be less than significant.</u></p>				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>12f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas and RCALUCP)</p> <p>The project is located in the Inner Approach Departure Zone of the Riverside Municipal Airport. It is not located in the vicinity of a private airstrip. <u>Therefore, there will be no impact.</u></p>				



13. POPULATION AND HOUSING

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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13a. Response: (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 & RTP, and Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)

The earlier analysis in the 2001 Mitigated Negative Declaration for Jurupa Avenue Extension; adopted March 6, 2001 found no impact as to population and housing growth as the project was consistent with the General Plan. The General Plan 2025 also includes this street extension within the analysis and as such, the project will have no direct impact on population or housing growth, or potential to cause any such growth either during construction, or as a result of its operation. Therefore there is no impact to population growth for this project.

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"/>
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13b. Response: (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 & RTP)

This project is merely the extension of a planned street as analyzed in the General Plan 2025. It will not affect any existing homes. Therefore, the project will not result in the loss of any housing and there is no impact.

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"/>
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13c. Response: (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 & RTP)

This project is merely the extension of a planned street as analyzed in the General Plan 2025. It will not affect any existing homes. Therefore, the project will not result in the displacement of people requiring replacement housing and thus, no impact.

14. PUBLIC SERVICES

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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14a. Response: (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)

The project will not result in any significant changes in local population, and as such will have no negative impact on fire protection services within the area. Fire services should improve as a result of project operations. Therefore there is no impact.

b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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14b. Response: (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)

The project will not result in any significant changes in local population, and as such will have no negative impact on police protection services within the area. Police services should improve as a result of project

operations. <u>Therefore there is no impact.</u>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14c. Response: (Source: FPEIR Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, and Table 5.13-G – Student Generation for RUSD and AUSD By Education Level) The project will not result in any significant changes in local population, and as such will have no negative impact on school services within the area. <u>Therefore there is no impact.</u>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14d. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative) The project will not result in any significant changes in local population, and as such will have no negative impact on park services within the area. <u>Therefore there is no impact.</u>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14e. Response: (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) As a street extension project, once completed the roadway will be accepted by the City of Riverside’s Public Works Department for maintenance. This small addition to the maintenance pool is not considered significant and the project will not significantly impact other services. <u>Therefore there is no significant impact.</u>				
15. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15a. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master Plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007) The project will not result in any intensification of land use and therefore no additional demand for neighborhood parks, regional parks or other recreational facilities will be created by the project. <u>Therefore there is no impact.</u>				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15b. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Space and Trails) The project site is located within existing street right-of-way. It does not include recreational facilities nor does it create the need for additional facilities. Therefore, there is no impact to recreational facilities. <u>Therefore there is no impact.</u>				
16. TRANSPORTATION/TRAFFIC				
Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR, Appendix H – Buildout Typical Density Forecasted ADT’s (Typical 2025), Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025, FPEIR, Appendix H – Buildout Typical Density				

<p><i>Forecasted ADT's (with Existing 2003), Project Specific Traffic Impact Analysis prepared by Urban Crossroads for the Riverside Gateway Partnership Commercial Development, June 2002, EP-007-001, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i></p> <p>The proposed project is an extension of Jurupa Avenue, a four-lane roadway, from 272 feet west of the end of existing Jurupa Avenue to Rutland Avenue. The Jurupa Avenue extension was accounted for in the City of Riverside's General Plan 2025 and the General Plan 2025 Program PEIR where it was noted that the buildout of the Master Plan of roadways will relieve traffic congestion on east/west arterials in the area, namely Arlington Avenue. However the project does have the potential to increase traffic in the project vicinity as it is designed to connect an isolated segment of Jurupa Avenue to the remainder of the street for use, primarily, by local residents. The City of Riverside's General Plan 2025 approximates an average daily traffic of 19,300 vehicles per day (vpd), in ultimate, typical build out scenario. In 2001 the City of Riverside Public Works Department prepared an analysis that indicated approximately 8,000 to 10,000 vpd are expected to use the new roadway immediately after construction. The 110 foot wide-four lane arterial highway has an anticipated capacity value of 33,000 vpd and a volume to capacity ratio of 0.47 in the project area. This designated ratio indicates that those future roadway volumes are not anticipated to exceed daily capacities. This project is not expected to result in an overall increase in vehicle trips within the area. Rather, the constructed street is expected to accommodate traffic generated by the same residents currently utilizing other streets and arterials for ingress and egress to their general area. The proposed roadway extension is expected to safely and efficiently convey this traffic relieving congestion on nearby City streets. <u>Therefore the impact is less than significant.</u></p>				
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16b. Response: <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR, Appendix H – Buildout Typical Density Forecasted ADT's (Typical 2025), Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025, FPEIR, Appendix H – Buildout Typical Density Forecasted ADT's (with Existing 2003), Project Specific Traffic Impact Analysis prepared by Urban Crossroads for the Riverside Gateway Partnership Commercial Development, June 2002, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i></p> <p>Given the scope and nature of the proposed project, the roadway extension will result in an increase in traffic in the immediate area, once improvements to Tract 28987 immediately adjacent to this project are complete. The subject project itself, will not generate or result in increased traffic. The project will modify the existing roadway, once complete from Crest Avenue to Van Buren is expected to operate at an acceptable level of service with the addition of project construction traffic (i.e., operation at LOS D or better according to the City of Riverside General Plan 2025 for the area where the proposed project would be located) and <u>therefore the impact is less than significant. Refer to Response 16(a).</u></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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>16c. Response: <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i></p> <p>The project is located in the Inner Approach Departure Zone of the Riverside Municipal Airport. The project is a roadway improvement, the completion of which will not impact aircraft operations. One new street light will be hooded to prevent light spillage into the air and lighting plans will be subject to review by the Riverside Municipal Airport Director. The project was reviewed by the Riverside County Airport Land Use Commission (ALUC) and approved with conditions in 2001. The Public Works Department is responsible for satisfying the ALUC conditions of approval. Also, the contractor will be required to file for FAA Rule 77 if construction equipment height level exceeds or encroaches into flight paths depending upon its' distance to the runway (slope ratio = 100:1) (MM TRANS 1). <u>With the implementation of MM TRANS 1 the impacts to air traffic patterns will be less than significant.</u></p>				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16d. Response: <i>(Source: Project Site Plans, Lane Striping and Signing Plans Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR, Appendix H)</i></p>				

<p>The project is expected to improve traffic circulation and safety by completing a planned circulation link. There are no hazardous design features planned and the increase in traffic levels has been planned for as described in Response 4.15(a). Therefore there is no impact.</p>				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16e. Response: (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code) The project is expected to result in improvements to emergency access and response time. The addition of another access point to and from existing residential neighborhoods will allow an improved level of emergency service for the immediate area. Therefore there is no impact.</p>				
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16f. Response: (Source: Chapter 19.580 of the Zoning Code) In that the project will be creating and improving a roadway, no parking, either off or on street will be affected. Thus, the project will not result in the loss of any parking. Therefore, there is no impact.</p>				
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16g. Response: (Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!) The project will result in a safe and efficient, improved connection to existing through lanes of traffic, limiting turning movements by constructing a median, all of which leads to a safe environment for bicyclists and pedestrians. During construction detours and warning signs will be implemented for pedestrians and bicyclists indicating the location for temporary facilities. Therefore, the impact will be less than significant.</p>				
<p>17. UTILITIES AND SYSTEM SERVICES</p>				
<p>Would the project:</p>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17a. Response: (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map) The project will not result in any intensification of land use and therefore no additional demand for wastewater treatment will be created by the project. Therefore there is no impact.</p>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17b. Response: (Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure.) Installation of a master planned, 16-inch diameter potable waterline is proposed with the project. A 16-inch reclaimed waterline is also proposed with the project. The waterlines will be contained in the street right-of-way and will be constructed with the project. However, the project will not result in any intensification of land use and therefore no additional demand for utility services will be created by the project. Therefore, the project will not have an impact on water or wastewater treatment facilities.</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>17c. Response: (Source: FPEIR Figure 5.16-2 - Drainage Facilities) The project site is located in an urbanized area and exhibits a natural drainage gully on-site. The project includes accommodating street runoff by directing street surface flows during storm events to drainage facilities. The project will impact jurisdictional areas of California Department of Fish and Wildlife (CDFW) and to U.S. Army Corps of Engineers (USACE) jurisdictional areas.</p>				

<p>A Streambed Alteration Agreement - Notification No. 1600-2003-5019-R6 was executed by CDFW in July 2004 for the Ag Park Cleanup project impacts. This extension project site area is a portion of this cleanup project and streambed alteration. A new Streambed Alteration Agreement will be required for the permanent impacts to CDFW jurisdictional area. (MM BIO 3).</p> <p>In addition, a Water Quality Certification from the Santa Ana Regional Water Quality Control Board (SARWQCB) will be required, and notification to the USACE in accordance with State and Federal regulations will be performed prior to permanent disturbance of the USACE jurisdictional areas (MM BIO 3).</p> <p><u>With the implementation of mitigation measures MM BIO 1-6 there will be a less than significant impact to storm drain facilities that would cause significant environmental effects.</u></p>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17d. Response: (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) The project will not result in any intensification of land use and therefore no additional demand for utility services will be created by the project. Installation of a master planned, 16-inch diameter potable waterline is proposed with the project. A 16-inch reclaimed waterline is also proposed with the project. The waterlines will be contained in the street right-of-way and will be constructed with the project. <u>Therefore there is no impact.</u></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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17e. Response: (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map) The project will not result in any intensification of land use and therefore no additional demand for wastewater treatment will be created by the project. <u>Therefore there is no impact.</u></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>17f. Response: (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area) The project will not result in any intensification of land use and therefore no additional demand for solid waste will be created by the project. <u>Therefore there is no impact.</u></p>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17g. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study) The project will not result in any intensification of land use and therefore no additional demand for solid waste will be created by the project. <u>Therefore there is no impact.</u></p>				
<p>18. MANDATORY FINDINGS OF SIGNIFICANCE</p>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18a. Response: (Source: Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Biological Technical Report for the Jurupa Avenue Extension, dated August 7, 2000, by RECON Regional Environmental Consultants (RECON), Biological Assessment of</p>				

<p><i>Tentative Tract 28987, dated April 18, 2003, by Thomas Leslie Corporation (TLC), Habitat Assessment and Jurisdictional Delineation Report for Tentative Tract 3154, dated September 10, 2004, by TLC, Determination of Biologically Equivalent or Superior Preservation for Tentative Tract 28987 and 31541, dated February 25, 2006, by Gonzales Environmental Consulting, LLC (Gonzales), Habitat Assessment including the Results of a focused Burrowing Owl Survey, dated July 30, 2013, by Gonzales, Narrow Endemic Plant Species Habitat Suitability Assessment and MSHCP Consistency Analysis, dated July 28, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Least Bell's Vireo APN's: 155-040-004 and 155-040-005, dated July 28, 2013 by Gonzales, Habitat Assessment & Rare Plant Survey for narrow Endemics-Special Status Plants APN's: 155-040-004 and 155-040-005, dated July 28, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Southwestern Willow Flycatcher APN's: 155-040-004 and 155-040-005, dated July 12, 2013, by Gonzales, Habitat Assessment & Focused Surveys for Yellow-Billed Cuckoo APN's: 155-040-004 and 155-040-005, dated July 28, 2013, by Gonzales, Jurisdictional Delineation APN's: 155-040-004 and 155-040-005, dated July 9, 2013 by Gonzales, Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Wildlife, effective July 2004)</i></p> <p>See detailed responses in Sections 4 (Biological Resources) The project will have impacts to State and Federal Jurisdictional waters. However, with the implementation of MM BIO 1, 2, 3 & 4, any impacts will be less than significant. Likewise, MM BIO 5 and 6 will ensure that there will be a less than significant impact to animal species.</p>				
<p>b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>18b. Response: The proposed roadway extension was included in the analysis, design and construction of the ‘past’ residential projects which would be impacted by the completion of this project. Future projects have been included in the project design and evaluation, as well as the City’s General Plan 2025 anticipated this project. This project ‘institutes’ a completion of a cumulative project area. This project will achieve long-term goals by completing a General Planned arterial, providing much needed circulation for the area. <u>Therefore there is no impact.</u></p>				
<p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18c. Response: This project will not directly or indirectly cause substantial environmental effects on human beings. This project was contemplated under the General Plan 2025. With the completion of this project, air quality and traffic in the area will improve since the new roadway will elevate congestion and major intersections. <u>Therefore, the environmental impacts, directly or indirectly will be less than significant.</u></p>				

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

4.0 Staff Recommended Mitigation Measures

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Aesthetics	<p>MM AES 1: To reduce impacts of temporary visual changes as a result of construction activities:</p> <ul style="list-style-type: none"> • Store features such as fill materials in areas with the least amount of visibility • Replant all disturbed areas, including cut and fill slopes, as soon as possible following disturbance. Hydroseed all locations with exposed soil and steep slopes with native grasses to prevent soil erosion, reduce water pollution, and help preserve the existing landscape character. • Locate construction staging areas where they are least visible from streets and residential neighborhoods. 	<p>Prior to Grading Permit Issuance</p> <p>During Grading Operations</p>	Public Works	<p>Grading Plan, Construction Plans, SWPPP</p>

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

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Air Quality	<p>MM AIR 1: To mitigate for potential adverse impacts resulting from construction activities, development projects must abide by the SCAQMD's Rule 403 concerning Best Management Practices for construction sites in order to reduce emissions during the construction phase. Measures to include:</p> <ul style="list-style-type: none"> • Development of a construction traffic management program that includes, but is not limited to, rerouting construction related traffic off congested streets, consolidating truck deliveries, and providing temporary dedicated turn lanes for movement of construction traffic to and from site; • Sweep streets at the end of the day if visible soil material is carried onto adjacent paved public road, water sweepers with reclaimed water preferred; • Wash off trucks and other equipment @ indicated wash areas before leaving the site; • Replace ground cover in disturbed areas immediately after construction; • Keep disturbed/loose soil moist at all times; • Suspend all grading activities when wind speeds exceed 25 miles per hour; 	<p>Issuance of grading permit, Throughout construction, Traffic Control Plans shall be submitted with the project grading plans</p>	Public Works	Construction Inspection, SWPPP
	<p>MM AIR 2: To reduce NO_x during construction activities, the contractor shall:</p> <ul style="list-style-type: none"> • The number of pieces of equipment operating simultaneously must be minimized through efficient management practices; 	<p>Issuance of grading permit, Throughout construction,</p>	Public Works Inspections	Proof of power source to be provided from City PU, Construction Inspection, SWPPP

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<ul style="list-style-type: none"> • Construction equipment must be maintained in tune per manufacturer's specifications; • Equipment shall be equipped with 2- to 4-degree engine timing retard or precombustion chamber engines; • Catalytic converters shall be installed, if feasible; • Restrict idling of construction equipment to 10 minutes; • Contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible; • Configure construction parking to minimize traffic interference; and • Provide traffic controls, such as a flag person, during all phases of construction to maintain a smooth traffic flow. • NOx emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time. 			
	<p>MM AIR 3: To reduce construction related particulate matter the following measures shall be required:</p> <ul style="list-style-type: none"> • The generation of dust shall be controlled as required by the AQMD; grading activities shall cease during periods of high winds (greater than 25 mph); • Trucks hauling soil, dirt or other emissive materials shall have their loads 	<p>Prior to issuance of construction permit.</p> <p>The plan for traffic control shall be submitted with the grading plans</p>	<p>Public Works</p>	<p>Construction Inspection, SWPPP</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>covered with a tarp or other protective cover as determined by the Public Works Department;</p> <ul style="list-style-type: none"> • 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 approved traffic control plan; and • A stabilized construction entrance shall be placed at all project construction entrances; • Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. 			
	<p>MM AIR 4: To mitigate for potential adverse impacts resulting from general construction activities:</p> <ul style="list-style-type: none"> • The contractor shall keep dirt drive isles and stockpiles moist by dampening three times daily to prevent excessive dust; • During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease. 			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<ul style="list-style-type: none"> During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. 			
Biological Resources	MM BIO 1: <ul style="list-style-type: none"> The Project Proponent shall obtain the approval of all federal, state and local agencies having jurisdiction over the Jurupa Extension Project. 	Site-Specific Environmental Review and/or prior to the issuance of a grading permit.	Planning Division	Compliance with Project Conditions of Approval
	MM BIO 2: <ul style="list-style-type: none"> Participation in Stephens' Kangaroo Rat Habitat Conservation Plan and the Western Riverside Multiple Species Habitat Conservation Plan. If required, the project proponent shall pay the appropriate mitigation fee in conformance with the Stephens' Kangaroo Rat Habitat Conservation Plan. All work associated with the project shall adhere to the provisions set forth in the Western Riverside Multiple Species Habitat Conservation Plan. 			
	MM BIO 3: Impacts to wetland habitats shall be mitigated through negotiations with: <ul style="list-style-type: none"> The United States Army Corps of Engineers (USACE) and California Department of Fish and Wildlife (CDFW) using the following impact data: 1) USACE permanent jurisdictional impacts will be 0.0771 acres and 2) CDFW 	Site-Specific Environmental Review and/or prior to the issuance of a grading permit.	Planning Division USACE CDFG	Compliance with Project Conditions of Approval

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>permanent impacts cover 0.2018 acres. As mitigation for the impacts, the project proponent proposes to either: 1. secure off-site acreage of biologically equal or greater value for permanent conservation on at least a 2:1 ratio basis; 2. pay fees or purchase mitigation credits to an appropriate mitigation bank for the restoration and permanent conservation of habitat on at least a 2:1 basis; or 3. a combination of 1, and 2 as agreed to by the project proponent, the USACE and the CDFW in the permitting process.</p>			
	<p>MM BIO 4: Impacts to jurisdictional areas shall be mitigated by:</p> <ul style="list-style-type: none"> • Obtaining a stream or lake alteration agreement from the California Department of Fish and Wildlife (CDFW); • Complying with Clean Water Act section 404, consultation with the United States Army Corps of Engineers (USACE); • Complying with Clean Water Act 401 Certification, consultation with the Santa Ana Regional Water Quality Control Board (SARWQCB). 	<p>Site-Specific Environmental Review and/or prior to the issuance of a grading permit.</p>	<p>Planning Division USACE CDFW SARWQCB</p>	<p>Compliance with Project Conditions of Approval, Agency Permit Issuance</p>
	<p>MM BIO 5: The following measures shall be implemented to minimize impacts to nesting birds for compliance to MBTA provisions:</p> <ul style="list-style-type: none"> • To avoid take of nesting birds removals and initial ground disturbance should occur outside the nesting bird breeding season, which is approximately February 1 through September 1. If ground 	<p>Site-Specific Environmental Review and/or prior to the issuance of a grading permit.</p>	<p>Planning Division</p>	<p>Compliance with Project Conditions of Approval</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>disturbance and pipe installation/removal must begin within the bird breeding season, then a nesting bird pre-construction survey shall be conducted by a qualified biologist within the disturbance footprint plus a 100-foot buffer no more than two weeks prior to initiation of such activities. A report of all survey efforts shall be submitted to the Planning Department within 5 business days of completion.</p>			
	<p>MM BIO 6:</p> <ul style="list-style-type: none"> • Thirty days prior to construction for the project a Pre-Construction survey for the Burrowing Owl shall be completed. 	<p>Site-Specific Environmental Review and/or prior to the issuance of a grading permit.</p>	<p>Planning Division</p>	<p>Compliance with Project Conditions of Approval</p>
<p>Cultural Resources</p>	<p>MM CULT 1:</p> <ul style="list-style-type: none"> • Prior to construction, a qualified archeologist shall be retained to meet with the construction crew regarding the existing archeological sites and their need to avoid them. If buried archaeological resources are uncovered during construction, all work must be halted in the area of the discovery until the archaeologist can visit the site of discovery and assess the significance and origin of the archaeological resource. 	<p>During Grading Activities</p>	<p>Planning Division</p>	<p>Construction Inspection</p>
	<p>MM CULT 2:</p> <ul style="list-style-type: none"> • A project paleontologist shall monitor during extensive excavations in and around the areas of older alluvium, to assist in the identification of any previously unidentified components of the site and proper recordation of these features. 			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Geology & Soils	<p>MM GEO 1: The following shall be performed/placed per the recommendations of the project Geotechnical Engineer:</p> <ul style="list-style-type: none"> • Fill Slopes shall be placed per the direction of a Registered Geotechnical Engineer • All areas containing alluvium potential will be excavated, removed and replaced with competent fill material. A Registered Geotechnical Engineer shall monitor the grading operations to the satisfaction of the Department of Public Works. 	Grading Permit Issuance	Public Works	Public Works Department, Construction Inspection, Geotechnical Engineering Field Reports
	<p>MM GEO 2: All import material shall be very low in expansion potential and should be sandy, preferably USCS "SM" or "SW". A Registered Geotechnical Engineer shall monitor the import and grading operations to the satisfaction of the Department of Public Works.</p>	Grading Permit Issuance	Public Works	Public Works Department, Construction Inspection, Geotechnical Engineering Field Reports
	<p>MM GEO 3: All cut/fill slopes shall be designed at an inclination of 2:0 (horizontal to vertical or flatter. All slopes shall be planted or covered with soils binder as soon as possible subsequent to construction.</p>			
Hazards and Hazardous Materials	<p>MM HAZ 1: All work performed on the project site prior to issuance of a 'No Further Action' (NFA) letter from DTSC will be performed under the over site of DTSC and per the existing RAP.</p>	On-going	Public Works	NFA

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>MM HAZ 2: If hazardous wastes are discovered during construction activities by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). The project should also obtain a United States Environmental Protection Agency Identification Number by contacting 1-800-618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). If soil and groundwater contamination is suspected, construction/ demolition in the area should cease and the appropriate health and safety procedures should be implemented.</p>	<p>During Grading Activities</p>	<p>Public Works</p>	<p>Construction Inspection</p>
	<p>MM HAZ 3: Prior to the commencement of construction a post-remediation health risk assessment will be conducted following the completion of the remediation of the site per the RAP to evaluate potential health risks to humans associated with chemicals in the site soils.</p>	<p>Subsequent to completion of site environmental cleanup</p>	<p>Public Works</p>	<p>Emergency Spill Plan</p>
	<p>MM HAZ 4: The project contractor shall prepare a 'spill plan' to be utilized in the rare event of a spill emergency.</p>	<p>Plan to be submitted and approved by the City PW Department prior to construction starting.</p>	<p>Public Works</p>	<p>Emergency Spill Plan</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Hydrology & Water Quality	MM HYD 1: The project is required to implement best management practices (BMP's) and eliminate storm water pollution caused by construction activities. A site specific SWPPP shall be prepared by the contractor and approved by the SARWQCB.	Prior to Grading permit issuance	Public Works SARWQCB	Compliance with Project Conditions of Approval.
Noise	MM NOISE 1: On-site project construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and 8:00 a.m. to 5:00 p.m. on Saturdays. No on-site project construction shall be allowed at any hour on Sundays or federal holidays.	During Construction,	Public Works	Construction Inspection
	MM NOISE 2: To mitigate for temporary noise from construction activities: <ul style="list-style-type: none"> • The Project Contractor shall place all stationary construction equipment such that emitted noise is directed away from residential areas; • The project contractor shall locate stockpiling and construction vehicle staging areas as far away as practical from residential receptors during construction activities; • Electrical power shall be used to run air compressors and similar power tools; 	During Construction,	Public Works	Construction Inspection
Transportation/Traffic	MM TRANS 1: The contractor will be required to file for FAA Rule 77 if construction equipment height level exceeds or encroaches into flight paths depending upon its' distance to the runway (slope = 100:1)	Site-Specific Environmental Review,	Public Works Riverside Municipal Airport Director	Compliance with Project Conditions of Approval.