



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

DRAFT MITIGATED NEGATIVE DECLARATION

1. **Case Number:** P14-0501 (CUP), P14-0529 (CUP) and P14-0530 (DR)
2. **Project Title:** Five Points Pharmacy
3. **Hearing Date:** December 18, 2014
4. **Lead Agency:** City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522
5. **Contact Person:** Brian Norton
bnorton@RiversideCa.gov
Phone Number: (951) 826-2308
6. **Project Location:** Northwest corner of La Sierra Avenue and Pierce Street
7. **Project Applicant/Project Sponsor's Name and Address:**
Chris Peto, COO
Halferty Development Company, LLC
199 South Los Robles Avenue, Suite 840
Pasadena, CA 91101
8. **General Plan Designation:** MU-V – Mixed Use Village
9. **Zoning:** CG – Commercial General
10. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.

The applicant is requesting approval of: 1) a Conditional Use Permit for a drive-thru fast-food restaurant; 2) a Conditional Use Permit for a pharmacy drive-thru; 3) a Design Review of plot plan and building elevations for the development of a commercial shopping center on a vacant site approximately 5.21 acres, generally located on the northwesterly corner of the intersection of La Sierra Avenue and Pierce Street in the CG – Commercial General Zone.

The project includes an approximately 17,340 square foot pharmacy (building 1) with drive-thru located on the southerly portion of the project site, a 2,400 square foot restaurant building with drive-thru lane (building 2), an approximately 8,580 square foot multi-tenant commercial building (building 3) and an approximately 7,381 square foot single tenant commercial building (building 4). In addition, a 177 space surface parking lot and internal pedestrian connectivity is

provided. Vehicular access is provided along La Sierra Avenue, Pierce Street and Mountain Avenue with signalized entrance/exits at La Sierra and Nebraska Avenues. All other vehicular access points are restricted to right in-right out.

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

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Vacant	MU-V – Mixed Use - Village	CG - Commercial General
North	Single Family Residential	MDR – Medium Density Residential	R-1-7000 – Single Family Residential
East	Fueling Station/Convenience Store and Single-Family Residential	MU-V – Mixed Use – Village and MDR – Medium Density Residential	R-1-7000 – Single Family Residential
South	Vacant and Commercial/Retail	MU-V – Mixed Use - Village	CG - Commercial General
West	Single Family Residential	MU-V – Mixed Use – Village and MDR – Medium Density Residential	CG - Commercial General and R-1-7000 – Single Family Residential

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

- a. None

13. Documents used and/or referenced in this review:

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. Noise Impact Analysis prepared by Bonterra Psomas on November 12, 2014
- d. Air Quality/Greenhouse Gas Emissions Impact Analysis prepared by Bonterra Psomas on November 12, 2014

14. Acronyms

- AICUZ - Air Installation Compatible Use Zone Study
- AQMP - Air Quality Management Plan
- AUSD - Alvord Unified School District
- CDG - Citywide Design Guidelines
- CEQA - California Environmental Quality Act
- CMP - Congestion Management Plan
- 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
OEM - Office of Emergency Services
RCALUC - Riverside County Airport Land Use Commission
RCALUCP - Riverside County Airport Land Use Compatibility Plan
RCP - Regional Comprehensive Plan
RCTC - Riverside County Transportation Commission
RMC - Riverside Municipal Code
RPD - Riverside Police Department
RPU - Riverside Public Utilities
RPW - Riverside Public Works
RTP - Regional Transportation Plan
RUSD - Riverside Unified School District
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
WMWD - Western Municipal Water District
WQMP - Water Quality Management Plan

DRAFT

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

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

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

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

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

Signature _____

Date _____

Printed Name & Title _____

For City of Riverside



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Environmental Initial Study

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
- a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1a. 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, and Table 5.1-B – Scenic Parkways)</i>				
<p>*La Sierra Avenue, a 110-foot wide arterial roadway, designated in the General Plan as a Scenic Boulevard. The adopted Design Guidelines have been put in place to ensure that future development within the Five Points area would be aesthetically pleasing. Since the project includes the Design Review of plot plans and building elevations that will ensure that the project is consistent with the design guidelines established, the proposed project will have a less than significant impact to a scenic vista directly, indirectly or cumulatively.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City’s Urban Forest Tree Policy Manual, Title 20 – Cultural Resources)</i>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1c. Response: <i>(Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines)</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>1d. Response: <i>(Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines)</i></p> <p>*New sources of light from commercial parking lots will contribute to light and glare and affect the nighttime sky. Mitigation measures MM Aes 1 will reduce the impact to day or nighttime views to less than significant impact directly, indirectly and cumulatively.</p> <p>MM AES 1: To further reduce impacts related to light pollution, the City shall require at the time of issuing of building permits all developments that introduce light sources, or modifications to existing light sources, to have shielding devices or other light pollution limiting characteristics such as hoods or lumen restrictions.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES:				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effect, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability)</p>				
<p>*The project is located in an urbanized area of the City. Additionally, the site is identified as urban/built out land and therefore does not support agricultural resources or operations. There are no agricultural resources or operations, including farmlands within proximity of the subject site. Therefore, the project will have no impact directly, indirectly or cumulatively on agricultural uses.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2b. Response: (Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)</p>				
<p>*A review of Figure 5.2-2 – Williamson Act Preserves of the General Plan 2025 FPEIR reveals that the project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. Moreover, the project site is not zoned for agricultural use and is not next to land zoned for agricultural use; therefore, the project will have no impact directly, indirectly or cumulatively.</p>				
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (As defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2c. Response: (Source: GIS Map – Forest Data)</p>				
<p>*The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, no impacts will occur from this project directly, indirectly or cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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: GIS Map – Forest Data) *The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, no impacts will occur from this project directly, indirectly or cumulatively.</p>				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data) *The project is located in an urbanized area of the City. Additionally, the site is identified as urban/built out land and therefore does not support agricultural resources or operations. The project will not result in the conversion of designated farmland to non-agricultural uses. In addition, there are no agricultural resources or operations, including farmlands within proximity of the subject site. The City of Riverside has no forest land that can support 10-percent native tree cover. Therefore, no impacts will occur from this project directly, indirectly or cumulatively to conversion of Farmland, to non-agricultural use or to the loss of forest land.</p>				
3. AIR QUALITY.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3a. Response: (Source: South Coast Air Quality Management District’s 2003 Air Quality Management Plan (AQMP) and Air Quality/Greenhouse Gas Emissions Impact Analysis prepared by Bonterra Psomas on November 12, 2014) *Projects that are consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG’s modeling section to forecast travel demand and air quality for planning activities such as the Regional Transportation Plan (RTP), the SCAQMD’s AQMP, Regional Transportation Improvement Program (RTIP), and the Regional Housing Plan. This project is consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) that are consistent with the General Plan 2025 “Typical Growth Scenario.” Since the project is consistent with the General Plan 2025, it is also consistent with the AQMP. The project will have a less than significant impact directly, indirectly and cumulatively to the implementation of an air quality plan.</p>				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

3b. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 AQMP and Air Quality/Greenhouse Gas Emissions Impact Analysis prepared by Bonterra Psomas on November 12, 2014)

*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 air quality emissions and it was determined to be less than significant directly, indirectly and cumulatively to ambient air quality and will not contribute to an existing air quality violation.

CalEEMod MODEL RESULTS SHORT-TERM UNMITIGATED IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds Construction	75	100	550	150	150	55
Daily Project - Emissions Construction	<i>10.92</i>	<i>54.91</i>	<i>41.88</i>	<i>0.06</i>	<i>10.47</i>	<i>6.60</i>
Exceeds Y/N Threshold?	N	N	N	N	N	N

CalEEMod MODEL RESULTS LONG-TERM UNMITIGATED IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds Operation	55	55	550	150	150	55
Daily Project - Emissions Operational	<i>22.31</i>	<i>35.32</i>	<i>137.83</i>	<i>0.23</i>	<i>16.76</i>	<i>4.78</i>
Exceeds Y/N Threshold?	N	N	N	N	N	N

CalEEMod MODEL RESULTS SHORT-TERM MITIGATED IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds Construction	75	100	550	150	150	55
Daily Project - Emissions Construction	<i>10.92</i>	<i>54.91</i>	<i>41.88</i>	<i>0.06</i>	<i>6.68</i>	<i>4.57</i>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Exceeds Y/N Threshold?	N	N	N	N	N	N
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CalEEMod MODEL RESULTS LONG-TERM MITIGATED IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds Operation	55	55	550	150	150	55
Daily Project - Emissions Operational	<i>21.74</i>	<i>29.95</i>	<i>124.01</i>	<i>0.19</i>	<i>13.22</i>	<i>3.77</i>
Exceeds Y/N Threshold?	N	N	N	N	N	N

The above tables compare the project emissions (short-term and long-term) to the SCAQMD daily thresholds and shows that established thresholds will not be exceeded.

MM Air 2: 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 may include:

- 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 roads;
 - Wash off trucks and other equipment 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;
- Enforce a 15 mile per hour speed limit on unpaved portions of the construction site.

MM Air 4: To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 and Air Quality/Greenhouse Gas Emissions Impact Analysis prepared by Bonterra Psomas on November 12, 2014)

*As described in Question AQ-B above, regional construction and operational emissions would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, regional construction emissions would not be cumulatively considerable, and the impact would be less than significant.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>With respect to local impacts, short-term cumulative impacts related to air quality could occur if Project construction and nearby construction activities were to occur simultaneously. In particular, with respect to local impacts, cumulative construction particulate (i.e., fugitive dust) impacts are considered when projects are located within a few hundred yards of each other. There are no known construction projects that are planned to occur concurrently and near the Project site. Additionally, as shown in Table 2, local construction emissions would be substantially less than the SCAQMD LST. Therefore, construction emissions of nonattainment pollutants would not be cumulatively considerable, and Project impacts would be less than significant.</p>				
<p>d. Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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 and Air Quality/Greenhouse Gas Emissions Impact Analysis prepared by Bonterra Psomas on November 12, 2014)</p> <p>*The City of Riverside General Plan EIR, MMs Air 1 and Air 7 require proposed development projects that are subject to CEQA to analyze construction-related and operational pollution impacts near sensitive receptors (Riverside 2007a). These analyses, included in the response to Question AQ-B above, determined that there would be no exposure of sensitive receptors to substantial pollutant concentrations. The impact would be less than significant.</p> <p>Implementation of MM Air 2 and MM Air 4 (as described in the response to Question AQ-B) would reduce exposure of sensitive receptors to dust and diesel generator emissions.</p>				
<p>e. Create objectionable odors affecting a substantial number of people?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3e. Response: (Source: Air Quality/Greenhouse Gas Emissions Impact Analysis prepared by Bonterra Psomas on November 12, 2014)</p> <p>*Construction of the proposed Project would involve equipment and activities that would generate odors. Potential construction odors include the on-site construction equipment's diesel exhaust as well as roofing, painting, and paving operations. There would be situations where construction activity odors could be noticed by the existing population in the immediate vicinity. These odors would be temporary and would dissipate rapidly from the source (i.e., the Project site) with an increase in distance. Therefore, the presence of potential odors would be short-term and would not affect a substantial number of people. As such, there would be a less than significant impact. No mitigation would be required.</p>				
<p>4. BIOLOGICAL RESOURCES. Would the project:</p>				
<p>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4a. Response: (Source: General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area and Habitat Assessment prepared by AMEC Earth & Environmental, Inc., November, 2010)</p> <p>*This project is proposed on an approximately 5.21 acre site previously developed with commercial uses within an urban built-up area and is surrounded by existing development. A search of the MSHCP database and other appropriate databases identified no potential for candidate, sensitive or special status species, suitable habitat for such species on site, Federal Species of Concern, California Species of Special Concern, and California Species Animal or Plants on lists 1-4 of the California Native Plant Society (CNPS) Inventory. Thus, there is little chance that any Federally endangered, threatened, or</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
rare species or their habitats could persist in this area. Therefore, a less than significant impact directly, indirectly and cumulatively will occur to federally endangered, threatened, or rare species or their habitats.				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4b. Response: (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)				
<p>*No wetland or riparian vegetation exists on the project site as it had been previously developed. Furthermore, the project site is located within an urban built-up area. Generally, the surrounding area has been developed for many years and a long history of severe disturbance exists in the area, such that there is little chance that any riparian habitat could have persisted. Therefore, no impact to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service with implementation of the proposed project will occur directly, indirectly and cumulatively.</p>				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4c. Response: (Source: City of Riverside GIS/CADME USGS Quad Map Layer)				
<p>*The project site is located within an urban built-up area, contains existing development, and has a long history of severe disturbance such that the project would not have a substantial adverse effect, on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, a less than significant impact will occur directly, indirectly and cumulatively to federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4d. Response: (Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage and AMEC Earth & Environmental, Inc., November, 2010)				
<p>*The project is within an urbanized area and will not result in a barrier to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the project will have no impact to wildlife movement directly, indirectly and cumulatively.</p>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4e. Response: (Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual, and AMEC Earth & Environmental, Inc., November, 2010)				
<p>*This project is proposed on an approximately 5.21 acre site previously developed with commercial uses within an urban built-up area and is surrounded by existing development. A search of the MSHCP database and other appropriate databases identified no potential for candidate, sensitive or special status species, suitable habitat for such species on site, Federal Species of Concern, California Species of Special Concern, and California Species Animal or Plants on lists 1-4 of the California Native Plant Society (CNPS) Inventory. Thus, there is little chance that any Federally endangered, threatened, or</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
rare species or their habitats could persist in this area. Therefore, a less than significant impact directly, indirectly and cumulatively will occur to federally endangered, threatened, or rare species or their habitats.				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4f. Response: (Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)</p> <p>*Implementation of the proposed Project is subject to all applicable Federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. In addition, the project is required to comply with Riverside Municipal Code Section 16.72.040 establishing the MSHCP mitigation fee and Section 16.40.040 establishing the Threatened and Endangered Species Fees.</p> <p>Any project within the City of Riverside’s boundaries that proposes planting a street tree within a City right-of-way must follow the Urban Forest Tree Policy Manual. The Manual documents guidelines for the planting, pruning, preservation, and removal of all trees in City rights-of-way. The specifications in the Manual are based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute. Any future project will be in compliance with the Tree Policy Manual when planting a tree within a City right-of-way, and therefore, impacts will be less than significant.</p>				
<p>5. CULTURAL RESOURCES. Would the project:</p>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5a. Response: (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code)</p>				
<p>*Staff has reviewed the project in conjunction with the design guidelines as part of the entitlement process for the project. The project appears to be substantially conforming as it meets seven of the ten design guideline categories, including those for street orientation, architectural scale and massing with surrounding development, appropriate architectural materials utilized for facades and roofing, integrated arbors/trellises and on-site pedestrian integration and connection to the public right-of-way. Therefore, the project as proposed will have a less than significant impact on a historical resource.</p>				
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"/>
<p>5b. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study)</p>				
<p>*The project is located on a site that had been previously developed with commercial uses and is within an urbanized area. Figure 5.5-1 identifies the project site as having an unknown sensitivity level for archeological resources. In the judgement of the Planning Division, it is unlikely that archeological resources would be found in the project site as the property has been previously disturbed in conjunction with previous development and utility improvements in the area. However, if buried materials are found during construction and/or grading activities, all work should be halted in that area until a qualified archeologist can evaluate the nature and significance of the finds. Through implementation of appropriate mitigation measures (MM Cultural 1 through 4) of the GP 2025 FPEIR, impacts to archeological resources directly, indirectly and cumulatively as a result of the project can be reduced to a less than significant level.</p>				
<p>MM Cultural 4: The following mitigation measures should be implemented to reduce project-related adverse impacts to archaeological resources and sites containing Native American human remains that may be inadvertently discovered during construction of projects proposed in the City’s General Plan Update:</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a. If buried archaeological resources are uncovered during construction, all work must be halted in the vicinity of the discovery until a registered professional archaeologist can visit the site of discovery and assess the significance and origin of the archaeological resource. If the resource is determined to be of Native American origin, the Tribe shall be consulted. If the archaeological resource is determined to be a potentially significant cultural resource, the City, in consultation with the project archaeologist and the Tribe, shall determine the course of action which may include data recovery, retention in situ, or other appropriate treatment and mitigation depending on the resources discovered.</p> <p>In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, <i>State CEQA Guidelines</i> 15064.5(e), and Public Resources Code 5097.98 <u>must</u> be implemented. Specifically, in accordance with Public Resources Code (PRC) Section 5097.98, the Riverside County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC Section 5097.98. The NAHC will then designate a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification. Whenever the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the MLD and the mediation provided for in subdivision (k) of PRC Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>				
<p>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5c. Response: (Source: General Plan 2025 Policy HP-1.3)</p> <p>* This project will be located on a site that has been developed with commercial uses over the past 70 years and is within an urbanized area. It is unlikely that archeological resources will be found in the project site as the property has been previously disturbed in conjunction with existing surrounding development and utility improvements in the area. However, if buried materials are found during grading activities, all work should be halted in that area until a qualified archeologist can evaluate the nature and significance of the finds. Through implementation of appropriate mitigation measures of the GP 2025 FPEIR, impacts to paleontological resources directly, indirectly and cumulatively as a result of the project can be reduced to a less than significant level.</p>				
<p>d. Disturb any human remains, including those interred outside of formal cemeteries?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>5d. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)</p> <p>*The proposed project will be located on a site that was previously developed with commercial uses and is within an urbanized area and although the subject site is not located on or adjacent to an archaeological sensitive site, the implementation of the following mitigation measure will reduce impacts to human remains, including those interred outside of formal cemeteries to a less than significant level.</p> <p>MM Cultural 4: The following mitigation measures should be implemented to reduce project-related adverse impacts to archaeological resources and sites containing Native American human remains that may be inadvertently discovered during construction of projects proposed in the City's General Plan Update:</p> <p>a. If buried archaeological resources are uncovered during construction, all work must be halted in the vicinity of the discovery until a registered professional archaeologist can visit the site of discovery and assess the significance and origin of the archaeological resource. If the resource is determined to be of Native American origin, the Tribe shall be consulted. If the archaeological resource is determined to be a potentially significant cultural resource, the City, in consultation with the project archaeologist and the Tribe, shall determine the course of action which may include data recovery, retention in situ, or other appropriate treatment and mitigation depending on the resources discovered.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, <i>State CEQA Guidelines</i> 15064.5(e), and Public Resources Code 5097.98 <u>must</u> be implemented. Specifically, in accordance with Public Resources Code (PRC) Section 5097.98, the Riverside County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC Section 5097.98. The NAHC will then designate a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification. Whenever the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the MLD and the mediation provided for in subdivision (k) of PRC Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>				
<p>9)GEOLOGY AND SOILS.</p>				
<p>Would the project:</p>				
<p>a.Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6i. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR Appendix E – Geotechnical Report)</p>				
<p>*Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The project site does not contain any known fault lines and the potential for fault rupture or seismic shaking is low. Construction of the proposed project will be required to be in compliance with the California Building Code regulations to ensure that no impacts related to strong seismic ground will occur directly, indirectly and cumulatively.</p>				
<p>ii. Strong seismic ground shaking?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6ii. Response: (Source: General Plan 2025 FPEIR Appendix E – Geotechnical Report)</p>				
<p>*The San Jacinto Fault Zone located in the northeastern portion of the City, or the Elsinore Fault Zone, located in the southern portion of the City’s Sphere of Influence, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. Construction of the proposed project will be in compliance with California Building Code regulations, impacts associated with strong seismic ground shaking will have no impact directly, indirectly and cumulatively.</p>				
<p>iii. Seismic-related ground failure, including liquefaction?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, and Appendix E – Geotechnical Report)</p>				
<p>*The subject site is located within a high liquefaction zone. Compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction would have no impact directly, indirectly and cumulatively.</p>				
<p>iv. Landslides?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix E – Geotechnical Report, Title 18 – Subdivision Code, Title 17 – Grading Code)</p>				
<p>*The project site and its surroundings have generally flat topography and are not located in an area prone to landslides per Figure 5.6-1 of the General Plan 2025 Program Final PEIR. Therefore, there will be no impact related to landslides directly,</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
indirectly and cumulatively.				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)				
<p>*Erosion and loss of topsoil could occur as a result of the project. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, with the erosion control standards for which all development activity must comply (Title 18), the Grading Code (Title 17) also requires the implementation of measures designed to minimize soil erosion. Compliance with State and Federal requirements as well as with Titles 18 and 17 will ensure that soil erosion or loss of topsoil will be less than significant impact directly, indirectly and cumulatively.</p>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6c. 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, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Appendix E – Geotechnical Report)				
<p>*The subject site is located within a high liquefaction zone. Compliance with the City’s existing codes and the policies contained in the General Plan 2025 help to ensure that impacts related to geologic conditions are reduced to less than significant impact levels directly, indirectly and cumulatively.</p>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6d. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)				
<p>*The project is located on a site that does not contain expansive soils (Greenfield, Arlington and Buchenau) and therefore there will be no impact directly, indirectly or cumulatively.</p>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6e. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types)				
<p>*The proposed project will be served by existing sewer infrastructure, no septic tanks are proposed to serve this site. Therefore the project will have no impact related to soils incapable of supporting the use of septic tanks or alternative water disposal systems either directly, indirectly or cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10) 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"/>
<p>7a. Response: (Source: Air Quality/Greenhouse Gas Emissions Impact Analysis prepared by Bonterra Psomas on November 12, 2014)</p>				
<p>*Beginning in April 2008 the SCAQMD convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. In September 2010, a Working Group presented a tiered approach to determining GHG significance for residential and commercial projects. However, these proposals have not yet been considered by the SCAQMD Governing Board.</p>				
<p>At Tier 1 of the proposed approach, GHG emissions impacts would be less than significant if the project qualifies under a categorical or statutory CEQA exemption. At Tier 2, for projects that do not meet the Tier 1 criteria, the GHG emissions impact would be less than significant if the project is consistent with a previously adopted GHG reduction plan that meets specific requirements.² At Tier 3, the Working Group proposes a 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year screening threshold for residential, commercial, and mixed-use projects. A project with emissions greater than the screening threshold would have to demonstrate achievement of performance standards (Tier 4) and/or provide mitigation offsets. The 3,000 MTCO_{2e}/yr screening threshold is used for this analysis.</p>				
<p>Construction and operational GHG emissions were calculated by using CalEEMod with the inputs and assumptions described in the air quality impact analysis. For GHG emissions calculations, emissions associated with electricity and water use and waste disposal are included. The estimated construction and operational GHG emissions for the Project are shown in Tables 4 and 5, respectively.</p>				
<p>Because impacts from construction activities occur over a relatively short period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emissions reduction measures for construction equipment are relatively limited. Therefore, the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime, so that GHG-reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008a). The 30-year amortized construction emissions would be 11 MTCO_{2e}/yr. (Table 4 – Air Quality/Greenhouse Gas Emissions Impact Analysis, Page 8)</p>				
<p>As described in Table 5 of the Air Quality/Greenhouse Gas Emission Impact Analysis, Page 9, construction and operational GHG emissions are combined by amortizing the construction emissions over a 30-year period. As noted in Table 5, with consideration of amortized construction emissions, the total annual estimated GHG emissions for the proposed Project are 2,905 MTCO_{2e} per year (MTCO_{2e}/yr). This value is less than the proposed SCAQMD Tier 3 screening threshold of 3,000 MTCO_{2e}/yr. It is accepted as very unlikely that any individual development project would have GHG emissions of a magnitude that would directly impact global climate change; therefore, any impact would be considered on a cumulative basis. Because the proposed Project’s GHG emissions would be less than 3,000 MTCO_{2e}/yr, the emissions would not be cumulatively considerable. Therefore, the proposed Project would result in less than significant GHG emissions impact.</p>				
<p>Furthermore, Projects that are consistent with the projections of employment and population forecasts identified by the SCAG are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG’s modeling section to forecast travel demand and air quality for planning activities such as the RTP, the SCAQMD’s AQMP, RTIP, and the Regional Housing Plan. This project is consistent with the projections of employment and population forecasts identified by the SCAG that are consistent with the General Plan 2025 “Typical Growth Scenario.” Thus, a less than significant impact is expected directly, indirectly, or cumulatively.</p>				
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7b. Response: (Source: Air Quality/Greenhouse Gas Emissions Impact Analysis prepared by Bonterra Psomas on November 12, 2014)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>*The SCAQMD and the City of Riverside have not adopted standards for the purpose of reducing GHG emissions. As discussed previously, the State policy and standards adopted for the purpose of reducing GHG emissions that are applicable to the proposed Project are Executive Order S-3-05 and AB 32, the California Global Warming Solutions Act of 2006. The quantitative goal of these policies is to reduce GHG emissions to 1990 levels by 2020. Statewide plans and regulations (such as GHG emissions standards for vehicles, the Low Carbon Fuel Standard, Cap-and-Trade, and renewable energy) are being implemented at the statewide level, and compliance at the project level is not addressed. Therefore, the proposed Project does not conflict with these plans and regulations.</p> <p>The regulations, plans, and polices adopted for the purpose of reducing GHG emissions that are directly applicable to the proposed Project include California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code (CALGreen Code). The proposed Project would be developed in compliance with the requirements of these regulations.</p> <p>The nature of the proposed Project, as an infill commercial development with convenient access to public transportation, would provide GHG emissions reductions in support of State and regional goals. The Project would not conflict with any State plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The impact would be less than significant and no mitigation is required.</p>				
<p>11) HAZARDS & HAZARDOUS MATERIALS. Would the project:</p>				
<p>a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8a. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)</p>				
<p>*The project involves the construction of structures for commercial use, surface parking lots and internal drive-aisles to serve the project site. The 5.21 acre development in and of itself will not pose a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials. However, the construction facilitated by this Project has the potential to create a hazard to the public or environment through the routine transportation, use and disposal of construction related hazardous materials as the project would include the delivery and disposal of hazardous materials such as fuels, oils, solvents, and other materials. These materials are typical of materials delivered to construction sites.</p>				
<p>The future commercial use of the site would typically include the storage and use of hazardous materials such as fuels, oils, solvents, pesticides, electronic waste, and other materials. These materials would be stored on site in small quantities, and therefore would not pose a significant threat to the public. Oversight by the appropriate Federal, State, and local agencies, and compliance by the new development with applicable regulations related to the handling, storage and disposal of hazardous materials will cause the project to have a less than significant impact directly, indirectly and cumulatively.</p>				
<p>b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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)</p>				
<p>*See response 8a above. In summary, compliance with existing regulations would ensure that the public would not be exposed to any unusual or excessive risks related to hazardous materials as a result of this project. As such, impacts associated with the upset and accident conditions involving the release of hazardous materials into the environment would be a less than significant impact directly, indirectly and cumulatively.</p>				
<p>c. Emit hazardous emissions or handle hazardous or acutely</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
<p>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 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, Figure 5.13-4 – Other School District Boundaries, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code)</p>				
<p>*The proposed project does not involve any emission or handling of any hazardous materials, substances or waste within one-quarter mile of an existing school because this proposal would establish the construction of a pharmacy and additional commercial buildings on a site previously developed with commercial uses. Therefore, the project will have a less than significant impact regarding emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school directly, indirectly or cumulatively.</p>				
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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>*A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have no impact to creating any significant hazard to the public or environment directly, indirectly or cumulatively.</p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8e. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)</p>				
<p>*The project site is not located within an airport land use plan or an airport influence area and is not within two miles two miles of a private or public airport. Therefore, the project will not result in a safety hazard for people working or residing in the project area and no significant impact is expected.</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, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)</p>				
<p>*Because the proposed project is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have no impact directly, indirectly or cumulatively.</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 Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</p>				
<p>*The project will be served by existing, fully improved streets, Pierce Street and La Sierra Avenue as well as a network of on-site local streets such as Nebraska Avenue. All streets have been designed to meet the Public Works and Fire Departments’ specifications. If any street closings are proposed they will be of short duration so as not to interfere or impede</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
with any emergency response or evacuation plan. Therefore, the project will have a less than significant impact directly, indirectly and cumulatively to an emergency response or evacuation plan.				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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 proposed project is located in an urbanized area where no wildlands exist and the property is not located within a Very High Fire Severity Zones (VHFSZ) or adjacent to wildland areas or a VHFSZ; therefore no impact regarding wildland fires either directly, indirectly or cumulatively from this project will occur.</p>				
<p>9. HYDROLOGY AND WATER QUALITY. Would the project:</p>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9a. Response: (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water)</p> <p>*The project site was previously developed with close to 100 percent of impervious surface. The previous development has since been demolished and the site is currently vacant. Upon construction of the proposed project, the permeable area of the project site will increase slightly with additional landscaped area. A preliminary WQMP has been submitted and approved by the Public Works Department for this project. To address potential water contaminants, the project is required to comply with applicable Federal, State, and local water quality regulations.</p> <p>During the construction phase, a final approved WQMP will be required for the project, as well as coverage under the State’s General Permit for Construction Activities, administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. Given compliance with all applicable local, state, and federal laws regulating surface water quality and the fact that the project will not result in a net increase of surface water runoff, the proposed project as designed is anticipated to result in a less than significant impact directly, indirectly or cumulatively to any water quality standards or waste discharge</p>				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9b. Response: (Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU Urban Water Management Plan)</p> <p>*The proposed project is located within the Arlington Water Supply Basin. The project is required to connect to the City’s sewer system and comply with all NPDES and WQMP requirements that will ensure the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there will no impact to groundwater supplies and recharge either directly, indirectly or cumulatively.</p>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9c. Response:</p> <p>*The project is subject to NPDES requirements. Erosion, siltation and other possible pollutants associated with long-term implementation of projects are addressed as part of the Water Quality Management Plan (WQMP) and grading permit</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
process. Therefore, the project will have a less than significant impact 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"/>
9d. Response: *The project site is not located within a flood plain. Underground storm drains and streets are designed to accommodate the 10-year storm flow from curb to curb, while 100-year storms are accommodated within street right-of-ways. The runoff from the project in a developed condition has been studied and is required to be attenuated on-site, so although the drainage pattern will be altered the off-site discharge is the same as the undeveloped condition. Therefore, there will be less than significant impact directly, indirectly or cumulatively in the rate or amount of surface runoff and it will not result in flooding on- or off-site.				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9e. Response: *Expected pollutants will be treated through the incorporation of the site design, source control and treatment control measures specified in the project specific WQMP. Therefore, as the expected pollutants will be mitigated through the project site design, source control, and treatment controls already integrated into the project design, the project will not create or contribute runoff water exceeding capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and there will be a less than significant impact directly, indirectly or cumulatively.				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9f. Response: *During and after construction, best management practices (BMPs) will be implemented to reduce/eliminate adverse water quality impacts resulting from development. Furthermore, the City has ensured that the development does not cause adverse water quality impacts, pursuant to its Municipal Separate Storm System (MS4) permit through the project's WQMP. The proposed development will increase the amount of impervious surface area in the City. This impervious area includes paved parking areas, sidewalks, roadways, and building rooftops; all sources of runoff that may carry pollutants and therefore has the potential to degrade water quality. This development has been required to prepare preliminary BMPs that have been reviewed and approved by Public Works. Final BMPs will be required prior to grading permit issuance. The purpose of this requirement is to insure treatment BMPs are installed/constructed as part of the project so that the pollutants generated by the project will be treated in perpetuity. Therefore, impacts related to degrading water quality are less than significant directly, indirectly and cumulatively.				
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"/>
9g. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps 06065-C0715G Zone X) *A review of National Flood Insurance Rate Map (Map Number 06065C0715G Effective Date August 28, 2008) and Figure 5.8-2 -- Flood Hazard Areas of the General Plan Program FPEIR, shows that the project does not involve the construction of housing. There will be no impact caused by this project directly, indirectly or cumulatively as it will not place housing within a 100-year flood hazard area.				
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"/>
9h. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps 06065-C0715G Zone X) *The project site is not located within or near a 100-year flood hazard area as depicted on General Plan 2025 Program				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0715G Effective Date August 28, 2008). Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and no impact will occur directly, indirectly or cumulatively.</p>				
<p>i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9i. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps 06065-C0715G Zone X)</p> <p>*The project site is not located within or near a flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0705G Effective Date August 28, 2008) or subject to dam inundation as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. Therefore, the project will not place a structure within a flood hazard or dam inundation area that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and therefore no impact directly, indirectly or cumulatively will occur.</p>				
<p>j. Inundation by seiche, tsunami, or mudflow?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9j. Response: (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)</p> <p>*Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis will occur directly, indirectly or cumulatively. Additionally, the proposed project site and its surroundings have generally flat topography and is within an urbanized area not within proximity to Lake Mathews, Lake Evans, the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain Area or any of the 9 arroyos which transverse the City and its sphere of influence. As such the project will not be subject to any potentially seiches or mudflows</p>				
<p>10. LAND USE AND PLANNING:</p>				
<p>Would the project:</p>				
<p>a. Physically divide an established community?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10a. Response: (Source: General Plan 2025 Land Use and Urban Design Element, City of Riverside GIS/CADME map layers)</p> <p>*The proposed project has been designed to be consistent with the pattern of development of the surrounding commercial area providing adequate access, circulation and connectivity consistent with the General Plan 2025, and in compliance with the requirements of the Zoning and Subdivision Codes. Therefore, the project impacts related to the community are less than significant.</p>				
<p>b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10b. Response: (Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</p> <p>*The proposed project is an infill development consistent with the General Plan 2025 and Design Guidelines. It is not located within other plan areas and it is not a project of Statewide, Regional or Area-wide Significance. Furthermore, the proposal was analyzed for consistency with the Zoning Code, which contains site location criteria and site development standards to ensure that commercial shopping centers with drive-thru restaurants would not create significant land use compatibility problems for surrounding existing and future uses. Application of these standards would ensure that the project would not have a detrimental impact on adjacent uses. Based on the above-referenced information, the proposed conditional use permit to allow both a drive-thru restaurant and a drive-thru pharmacy in conjunction with a commercial shopping center will not result in significant adverse environmental impacts. Thus, less than significant impacts will result from this project.</p>				
<p>c. Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>10c. Response: (Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)</p>				
<p>*The project site is entirely within a built-up and fully developed urban setting, with the exception of the surrounding properties that have been demolished to make way for the reconfiguration of the intersection and for the future commercial development. The project site contains no drainages or wetlands, nor any environmental sensitive habitat. Consultation with the MSHCP Report Generator indicated that the subject properties are not within a Criteria Cell.</p>				
<p>11. MINERAL RESOURCES.</p>				
<p>Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11a. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</p>				
<p>*The project does not involve extraction of mineral resources or grading activity. 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 General Plan 2025, specific plan or other land use plan. Therefore, the project will have no impact on mineral resources directly, indirectly or cumulatively.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11b. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</p>				
<p>*The GP 2025 FPEIR determined that there are no specific areas with the City or Sphere Area which have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract state-designated resources. The proposed project is consistent with the General Plan 2025. Therefore, there is no impact.</p>				
<p>12. NOISE.</p>				
<p>Would the project result in:</p>				
<p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>12a. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code)</p>				
<p>*Conventional construction for the proposed buildings, installation of the planned six-foot high CMU wall on the western boundary, compliance with the noise ordinance, and implementation of MM Noise-4 would result in a less than significant exposure of persons to, or generation of noise in excess of applicable standards. The incorporation of MMs Noise-1 through Noise-3 would not be required to avoid a significant impact, but they are recommended to minimize noise impacts. The impacts would be less than significant with mitigation.</p>				
<p>MM Noise-1 Prior to the issuance of each building permit, the Property Owner/Developer shall provide evidence (e.g., manufacturer’s specifications, shielding around the units) to the City demonstrating that the noise level from heating, ventilation, and air conditioning (HVAC) units, when considered with the projected noise from HVAC units from all Project buildings, would not exceed 45 dBA at or beyond the Project site’s western and northern property lines.</p>				
<p>MM Noise-2 Prior to the issuance of each occupancy permit, the City may place Conditions of Approval that may require deliveries and trash disposal to between 7 AM and 10 PM as much as feasible.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>MM Noise-3 Prior to the issuance of each building permit, the Property Owner/Developer shall provide evidence to the City that trash and recycling disposal areas, as shown on the site plan, shall not have openings facing residential land uses.</p>				
<p>MM Noise-4 Prior to the issuance of the grading permit, the Property Owner/Developer shall provide evidence to the City that a six-foot-high solid wall will be located along the north property boundary where the boundary is adjacent to Mountain Avenue and there would be no driveway access to the Project site. The existing wall may be extended and repaired as needed. Alternatively, if driveway access is required for emergency or other reasons, there shall be a six-foot-high solid wall on either side of the driveway; the driveway shall be of the minimum feasible width; and access to and from the Project site from Mountain Avenue shall be limited to the maximum extent feasible.</p>				
<p>b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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, 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)</p> <p>*Project grading and construction would occur very close to residential buildings on the western Project site boundary and commercial buildings at the southwest corner of the Project site. Based on the data in Table 4, the use of vibratory rollers, large bulldozers, and loaded trucks very close to occupied buildings could result in potential significant structural or annoyance vibration impacts. Caltrans does not define “large”, nor is it anticipated that the proposed Project would require or use “large” equipment that would be used on major roadway projects. Nonetheless, to avoid potential significant vibration impacts, MM Noise-5 should be incorporated into the Project. MM Noise-5 requires construction contractors to avoid the use of vibratory rollers within 25 feet of residential and commercial buildings and to use lighter bulldozers, trucks, and similar equipment within 15 feet of residential and commercial buildings. With implementation of MM Noise-5, the impact would be less than significant.</p> <p>MM Noise-5 - Prior to the issuance of the grading permit, the Property Owner/Developer shall provide evidence to the City that the construction specifications require construction contractors to use lighter compactors, bulldozers, trucks, and similar equipment where reasonably available within 15 feet of residential and commercial buildings.</p>				
<p>c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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 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)</p> <p>*The Project Air Quality Impact Analysis includes a conservative trip generation estimate of 4,666 average daily trips (ADT) on weekdays, 6,195 ADT on Saturdays, and 5,121 ADT on Sundays (BonTerra Psomas 2014). Project traffic would be divided among the adjacent and nearby roadway segments: La Sierra Avenue north of the Project site, La Sierra Avenue south of the Project site, Pierce Street west of the Project site, and Hole Avenue east of the Project site. The Riverside General Plan FPEIR (Appendix H, Exhibit 5) and the City 24-hour volume counts show that traffic volumes on these streets exceeded 10,000 ADT in the 2005–2007 time period (Riverside 2014a, 2007b). It is reasonably assumed that the traffic volumes are currently greater than in 2005–2007. A substantial permanent increase in ambient noise levels due to Project-generated traffic would be 3 dBA. A doubling of traffic volume is necessary to increase noise levels by 3 dBA, assuming no change in fleet mix or average speed. The Project-generated traffic volume would be less than the current traffic volume on each of the adjacent streets. Therefore, traffic volumes would not be doubled; noise increases would be less than 3 dBA; and the impact would be less than significant. No mitigation is required.</p>				
<p>d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>12d. Response: (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions Report)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>*Proposed construction activities would temporarily increase noise levels in the vicinity of the Project site. Section 17.35.010 B 5 of the Noise Ordinance limits disturbing construction noise to between 7 AM and 7 PM on weekdays, between 8 AM and 5 PM on Saturdays, and at no time on Sundays or federal holidays. In typical construction projects, the loudest noise generally occurs during demolition and grading activities since they involve the largest equipment. Proposed grading activities are planned to occur over an approximate one-month period. Subsequently, building construction, paving, and architectural coating activities that would generate less noise than grading activities would occur for approximately nine months. Because construction activities would be limited to the hours specified in the noise ordinance and because the noise would be a temporary disturbance, the impact would be less than significant and no mitigation is required. However, in order to minimize noise impacts, it is recommended that the Project incorporate MM Noise-6, which specifies construction practices to utilize in order minimize noise effects to sensitive receptors.</p> <p>MM Noise-6 Prior to the issuance of the grading permit, the City may place conditions of Approval that may require that the construction specifications include the following noise minimization measures:</p> <ul style="list-style-type: none"> • The construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. • The construction contractors shall place all stationary construction equipment so that the equipment is as far as feasible from the noise-sensitive receptors and so that emitted noise is directed away from noise-sensitive receptors. • The construction contractors shall locate equipment staging in areas that will create the greatest distance between staging area noise sources and noise-sensitive receptors as reasonably allowed. • The construction contractors shall limit haul truck deliveries to the same hours specified for operation of construction equipment. 				
<p>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>12e. Response: (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contour, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP, March Air Reserve Base/March inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base, August 2005)</p> <p>*The project site is not located within an airport land use plan or an airport influence area and is not within two miles of a private or public airport. Therefore, the project will not result in exposure of excessive noise levels adjacent to an airport for people working or residing within the project area and no significant impact is expected to occur.</p>				
<p>f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>12f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)</p> <p>*Per the GP 2025 Program FPEIR, there are no private airstrips within the City that would expose people working or residing in the City to excessive noise levels. Because the project area is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have no impact directly, indirectly or cumulatively.</p>				
<p>13. POPULATION AND HOUSING. Would the project:</p>				
<p>a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13a. Response: (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections– 2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP and RTP)</i></p>				
<p>*The project is in an urbanized area and does not propose new homes or businesses that would directly induce substantial population growth, and does not involve the addition of new roads or infrastructure that would indirectly induce substantial population growth. The project is proposed to be located in an urbanized area of the City on a site that was previously developed with commercial uses that have since been demolished to make the site ready for the proposed commercial building, vehicle service station, canopy, gas pumps, car wash, and convenience store. Therefore, this project will have no impact on population growth either directly or indirectly.</p>				
<p>b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13b. Response: (Source: CADME Land Use 2003 Layer) *The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is proposed on a previously improved site that has no existing housing that will be removed or affected by the proposed project. Therefore, there will be no impact on existing housing either directly, indirectly or cumulatively.</p>				
<p>c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13c. Response: (Source: CADME Land Use 2003 Layer) *The project will not displace any people, necessitating the construction of replacement housing elsewhere because the project site is proposed on a site that was previously developed with commercial uses that had no existing housing or residents that would be removed or affected by the proposed project. Therefore, this project will have no impact on people, necessitating the need for replacement housing either directly, indirectly or cumulatively.</p>				
<p>14. PUBLIC SERVICES.</p>				
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>				
<p>a. Fire protection?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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 is proposed to be located in an urbanized area of the City on a site that was previously developed with commercial uses that were demolished. Adequate fire facilities and services are provided approximately 350 feet from the project site by Station 8, located at 11076 Hole Avenue to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, there will be no impacts on the demand for additional fire facilities or services either directly, indirectly or cumulatively.</p>				
<p>b. Police protection?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14b. Response: (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers) *The project is proposed to be located in an urbanized area of the City on vacant property situated within an area with existing commercial development. Adequate police facilities and services are provided by the Magnolia Neighborhood Policing Center located at 10540-B Magnolia Avenue to serve this project. Additionally, the Riverside Police Department does not object to the project as proposed, subject to the recommended conditions of approval. Therefore, this project will not result in the intensification of land use and there will be no impact on the demand for additional police facilities or services either directly, indirectly or cumulatively.</p>				
<p>c. Schools?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14c. Response: (Source: Figure 5.13-3 – AUDS Boundaries, Table 5.13-E – AUDS, Table 5.13-G – Student</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Generation for AUSD By Education Level)</i>				
*The project is a non-residential use that will not involve the addition of any housing units that would increase numbers of school age children. Therefore, there will be no impact on the demand for additional school facilities or services either directly, indirectly or cumulatively.				
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 is a non-residential use that will not involve the addition of any housing units that would increase the population. Therefore, there will be no impact on the demand for additional park facilities or services either directly, indirectly or cumulatively.				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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)				
*The project is proposed to be located in an urbanized area of the City on a vacant site within an area developed with commercial and residential uses. Adequate public facilities and services are provided. Therefore, this project will not result in the intensification of land use and there will be no impact on the demand for additional public facilities or services either directly, indirectly or cumulatively.				
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 an intensification of land use that would increase the demand for the use of existing neighborhood and regional parks or other recreational facilities and therefore, there will be no impact on the demand for additional recreational facilities either directly, indirectly or cumulatively.				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15b. Response:				
*The project will not include new recreational facilities or require the construction or expansion of recreational facilities; therefore, there will be no impact directly, indirectly or cumulatively.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. Would the project result in:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP)</p>				
<p>*The project site is a vacant site that was previously developed with commercial uses. No additional right-of-way improvements are necessary as a result of the proposed project. It is not anticipated that an increase in intensity of use resulting in any measureable increase in traffic would occur as a result of the proposed project and therefore no impact directly, indirectly or cumulatively to the capacity of the existing circulation system will occur.</p>				
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16b. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP)</p>				
<p>*The roadway capacity of La Sierra Avenue is adequate to accommodate the projected traffic volumes of the proposed project. As determined by the City Traffic Engineer, the future commercial development will operate at a level of service that is consistent with Riverside County's Congestion Management Plan (CMP). In addition, the future development of the project site will be analyzed to ensure that it is consistent with the Transportation Demand Management/Air Quality components of the Program. Therefore, an increase in traffic in relation to the existing traffic load and capacity of the street system is less than significant directly, indirectly and cumulatively.</p>				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16c. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP) *The project will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. It is not located within an airport influence area. As such, this project will have no impact directly, indirectly or cumulatively on air traffic patterns.</p>				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16d. Response: *The proposed project is compatible with adjacent existing uses. As conditioned, it has been designed so as not to cause any incompatible use or additional or any hazards to the surrounding area or general public. Therefore, this project will have a</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
less than significant impact on increasing hazards through design or incompatible uses directly, indirectly or cumulatively.				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16e. Response: (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire)</p> <p>*The proposed project has been reviewed by the Public Works and Fire Departments to ensure the project site maintains adequate access. Moreover, the proposed project has been developed in compliance with Title 18, Section 18.210.030 and the City’s Fire Code Section 503 (California Fire Code 2007); therefore, there will be no impact directly, indirectly or cumulatively to emergency access.</p>				
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16f. 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!)</p> <p>*The project, as designed, does not create conflicts with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). Placement of bike racks throughout the project will be required to follow the California Green Building Code. As such, the project will have no impact directly, indirectly or cumulatively on adopted policies, plans, or programs supporting alternative transportation.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17a. Response: (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR)</p> <p>*All new development is required to comply with all provisions of the NPDES program and the City’s Municipal Separate Sewer Permit (MS4), as enforced by the Regional Water Quality Control Board (RWQCB). Therefore, the proposed project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system within the City. Because the proposed project is required to adhere to the above regulations related to wastewater treatment the project will have a less than significant 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, 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 and Wastewater Integrated Master Plan and Certified EIR.)</p> <p>*The project will not result in the construction of new or expanded water or wastewater treatment facilities. The project is consistent with the Typical Growth Scenario of the General Plan 2025 where future water and wastewater generation was determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I, 5.16-J and 5.16-K of the General Plan 2025 Final PEIR). Therefore, the project will have no impact resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17c. Response: (Source: FPEIR Figure 5.16-2 - Drainage Facilities)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>*This proposal is a request to establish a commercial/retail development on an approximately 5.21 acre vacant site that was previously developed with commercial uses. Due to the urbanized area and previous development the project would not require construction of new storm water drainage facilities or expansion of existing facilities, as they already exist. Therefore, the project will have no impact resulting in the construction of new storm water drainage facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
<p>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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)</p>				
<p>*This proposal is a request to establish a commercial/retail development on an approximately 5.21 acre vacant site that was previously developed with commercial uses. The project will not exceed expected water supplies. The project is consistent with the General Plan 2025 Typical Growth Scenario where future water supplies were determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I and 5.16-J of the General Plan 2025 Final PEIR). Therefore, the project will have no impact resulting in the insufficient water supplies, directly, indirectly or cumulatively.</p>				
<p>e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17e. Response: (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area and Wastewater Integrated Master Plan and Certified EIR)</p>				
<p>*The project will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). The project is consistent with the General Plan 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the General Plan 2025 Final PEIR). Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. Therefore, no impact to wastewater treatment directly, indirectly or cumulatively will occur.</p>				
<p>f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17f. Response: (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)</p>				
<p>*The project is consistent with the General Plan 2025 Typical Build-out Project level where future landfill capacity was determined to be adequate (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, no impact to landfill capacity will occur directly, indirectly or cumulatively.</p>				
<p>g. Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17g. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p>				
<p>*The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed project must comply with the City’s waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, no impacts related to solid waste statues will occur directly, indirectly or cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18a. Response: (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, and Habitat Assessment prepared by AMEC Earth & Environmental, Inc. on November 2, 2010, FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D, Title 20 of the Riverside Municipal Code)</p>				
<p>*Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study, and were all found to be less than significant with mitigation. Additionally, potential impacts to cultural, archaeological and paleontological resources related to major periods of California and the City of Riverside’s history or prehistory were discussed in the Cultural Resources Section of this Initial Study, and were found to be less than significant with mitigation.</p>				
<p>b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18b. Response: (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</p> <p>*The development of a commercial/retail center on approximately 5.21 acres has potential cumulative impacts. However, with the Implementation of the above referenced mitigation measures cumulative impacts such as noise, Air Quality and any potential archeological impacts become less than significant.</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18c. Response: (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</p> <p>*Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology & water quality, noise, population and housing, public facilities, hazards and hazardous materials, recreation, and transportation traffic sections of this initial study. Project impacts related to noise are potentially significant, however can be mitigated to a less than significant level. Based on the analysis and conclusions in this initial study, the project, with mitigation, will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are less than significant with mitigation.</p>				

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

Staff Recommended Mitigation Measures

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Aesthetics	<p>MM Aes 1: To further reduce impacts related to light pollution, the City shall require at the time of issuance of building permits all development which introduces light sources, or modifications to existing light sources, to have shielding devices or other light pollution limiting characteristics such as hoods or lumen restrictions.</p>	Prior to issuance of building permits for individual projects.	Planning Division Building & Safety Division	Site Plan Review and Issuance of Building Permits.
Air Quality	<p>MM Air 2: 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 may 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 roads; • Wash off trucks and other equipment 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; • Enforce a 15 mile per hour speed limit on 	Issuance of grading plans.	Public Works Department	Construction Inspection.

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
	unpaved portions of the construction site.			
	MM Air 4: To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.	Prior to issuance of grading and/or building permits.	Building & Safety Division Public Works Department	Proof of power source to be provided from electric service provider.
	MM Cultural 4: The following mitigation measures should be implemented to reduce project-related adverse impacts to archaeological resources and sites containing Native American human remains that may be inadvertently discovered during construction of projects proposed in the City's General Plan Update: b. If buried archaeological resources are uncovered during construction, all work must be halted in	Prior to issuance of grading permit.	Individual grading contractors Registered Professional Archaeologist	Compliance with Project Conditions of Approval. Final report to City Planning Division from archeologist; if resources are found.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>the vicinity of the discovery until a registered professional archaeologist can visit the site of discovery and assess the significance and origin of the archaeological resource. If the resource is determined to be of Native American origin, the Tribe shall be consulted. If the archaeological resource is determined to be a potentially significant cultural resource, the City, in consultation with the project archaeologist and the Tribe, shall determine the course of action which may include data recovery, retention in situ, or other appropriate treatment and mitigation depending on the resources discovered.</p> <p>In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, <i>State CEQA Guidelines</i> 15064.5(e), and Public Resources Code 5097.98 <u>must</u> be implemented. Specifically, in accordance with Public Resources Code (PRC) Section 5097.98, the Riverside County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC Section 5097.98. The NAHC will then designate a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and</p>			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>associated grave goods within 24 hours of notification. Whenever the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the MLD and the mediation provided for in subdivision (k) of PRC Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall re-enter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>			
	<p>MM Noise-1 Prior to the issuance of each building permit, the Property Owner/Developer shall provide evidence (e.g., manufacturer’s specifications, shielding around the units) to the City demonstrating that the noise level from heating, ventilation, and air conditioning (HVAC) units, when considered with the projected noise from HVAC units from all Project buildings, would not exceed 45 dBA at or beyond the Project site’s western and northern property lines.</p>	<p>Prior to the issuance of Building Permits</p>	<p>Planning Division</p>	<p>Compliance with Project Conditions of Approval.</p>
	<p>MM Noise-2 Prior to the issuance of each occupancy permit, the City may place Conditions of Approval that may require deliveries and trash disposal to between 7 AM and 10 PM as much as feasible.</p>	<p>Prior to release of occupancy</p>	<p>Public Works Department</p>	<p>Compliance with Project Conditions of Approval.</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>MM Noise-3 Prior to the issuance of each building permit, the Property Owner/Developer shall provide evidence to the City that trash and recycling disposal areas, as shown on the site plan, shall not have openings facing residential land uses.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Planning Division</p>	<p>Compliance with Project Conditions of Approval.</p>
<p>Noise</p>	<p>MM Noise-4 Prior to the issuance of the grading permit, the Property Owner/Developer shall provide evidence to the City that a six-foot-high solid wall will be located along the north property boundary where the boundary is adjacent to Mountain Avenue and there would be no driveway access to the Project site. The existing wall may be extended and repaired as needed. Alternatively, if driveway access is required for emergency or other reasons, there shall be a six-foot-high solid wall on either side of the driveway; the driveway shall be of the minimum feasible width; and access to and from the Project site from Mountain Avenue shall be limited to the maximum extent feasible.</p>	<p>Prior to the Issuance of Grading Permit</p>	<p>Planning Division Public Works Department.</p>	<p>Compliance with Project Conditions of Approval.</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>MM Noise-5 - Prior to the issuance of the grading permit, the Property Owner/Developer shall provide evidence to the City that the construction specifications require construction contractors to use lighter compactors, bulldozers, trucks, and similar equipment where reasonably available within 15 feet of residential and commercial buildings.</p>	<p>Prior to the Issuance of Grading Permit</p>	<p>Planning Division Public Works Department</p>	<p>Compliance with Project Conditions of Approval.</p>
	<p>MM Noise-6 Prior to the issuance of the grading permit, the City may place conditions of Approval that may require that the construction specifications include the following noise minimization measures:</p> <ul style="list-style-type: none"> • The construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. • The construction contractors shall place all stationary construction equipment so that the equipment is as far as feasible from the noise-sensitive receptors and so that emitted noise is directed away from noise-sensitive receptors. • The construction contractors shall locate equipment staging in areas that will create the greatest distance between staging area noise sources and noise-sensitive receptors as reasonably allowed. • The construction contractors shall limit haul truck deliveries to the same hours specified for operation of construction equipment. 	<p>Prior to the Issuance of a Grading Permit</p>	<p>Planning Division Public Works Department</p>	<p>Compliance with Project Conditions of Approval.</p>