



City of Arts & Innovation

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

Draft Mitigated Negative Declaration

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	McDonald's (Spruce Street & Iowa Avenue)
Lead agency name and address:	City of Riverside Community Planning Department 3900 Main St. 3rd Floor Riverside, CA 92522
Contact person and phone number:	Brian Norton, Senior Planner (951) 826-2308
Project Location:	APN: 249-140-029
Project sponsor's name and address:	Applicant: Scott Wilkeson, ACM McDonald's USA LLC 3800 Kilroy Airport Way, Ste 200 Long Beach, CA 90806 Architect/Engineer: Core States Group Andrew Rappé, PE 3401 Centrelake Dr Ste. 330 Ontario CA, 91761
General plan description:	B/OP - Business/Office Park
Zoning:	BMP-BSR-SP - Business & Manufacturing Park - Business Support Retail – Specific Plan (Hunter Business Park) Overlay Zones
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.)	<p>The proposed project (Project) consists; 1) of a Specific Plan Text Amendment to add a conditionally permitted table to the BSR – Business Support Retail Overlay area, to allow drive-thru restaurants contingent on the approval of a Conditional Use Permit; 2) Conditional Use Permit and Design Review for the construction of a 4,336 square foot (sq. ft.) McDonald's restaurant with a side-by-side drive-through on 1.21 acres of a 3.13-acre parcel located at the northeast corner of Iowa Avenue and Spruce Street. The subject site is situated along the southerly border of the Hunter Business Park Specific Plan, and north of the University Neighborhood along Spruce Street and Iowa Avenue, classified as 88 ft. and 120 ft. arterials, respectively, by the Riverside 2025 General Plan.</p> <p>The Project includes construction of associated curbs, sidewalks, parking, an Americans with Disabilities Act (ADA) access path, landscaping, a trash enclosure, and</p>

	<p>underground utilities. The restaurant will employ approximately 70 employees, with a maximum of 17 employees per shift. The restaurant and drive-thru will tentatively operate 24 hours per day.</p> <p>The existing Project site consists of a graded lot with a gravel access lane passing along the east property line. The majority of the site is bare, with several mature palm trees along Iowa Avenue and Spruce Street. A public utility electrical vault is located in the southeast corner of the site and will remain in place. The proposed building will require new utility connections to public sewer, water, and storm drainage located in Spruce Street and/or Iowa Avenue.</p> <p>The Hunter Business Park is comprised primarily of business and industrial uses while the University Neighborhood is predominantly residential uses within a ½ mile of the Project. The nearest drive-through restaurant is located on Iowa Avenue, approximately ½ mile to the south. There are small clusters of restaurants approximately ½ mile to the east on Spruce Street and ½ mile to the south on Iowa Avenue; however, no restaurants are located to the north for nearly 1 ½ miles.</p> <p>The subject property is partially developed with an existing warehouse along Iowa Avenue (to remain), as shown on the attached site plan. To the west of the project site is a 5-story office building. North of the site is an existing manufacturing company. East of the site is a vacant lot, and to the south, is a multi-family apartment complex.</p> <p>The project is zoned, BMP-BSR-SP - Business & Manufacturing Park - Business Support Retail – Specific Plan (Hunter Business Park) Overlay Zones, and is located within the Hunter Business Park Specific Plan area. Restaurants are permitted uses within the Business Support Retail overlay, excluding drive-thru restaurants. As a result, the Applicant is proposing a Specific Plan Text Amendment to permit drive-thru restaurants in the BSR Overlay with the approval of a Conditional Use Permit. A parcel map has previously been filed to subdivide the property into two parcels.</p>
Surrounding land uses and setting; briefly describe the project's surroundings:	<p>North: Industrial, GP: B/OP, Z: BMP-SP; East: Vacant, GP: B/OP, Z: BMP-SP; West: Office, GP: B/OP, Z: BMP-SP; South: Multi-Family Residential, GP: HDR, Z: R-3-1500, R-1-7000</p>
Other public agencies whose approval is	<p>Riverside County Airport Land Use</p>

required (e.g. permits, financial approval, or participation agreements):	Commission
---	-------------------

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

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

DRAFT

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find 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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find 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.
<input type="checkbox"/>	I find 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: 04/21/2016
Printed Name: Silman Ruiz (Preparer)	For: City of Riverside

Environmental Initial Study

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. 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"/>
<p>I a) Response: (Source: General Plan 2025 Open Space Conservation Element, General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</p> <p>The City's General Plan 2025 designates which areas are considered scenic vistas, including specified ridgelines, hills, and the Santa Ana River. The Project site is located within an area planned for industrial and industrial support uses, and is not located within or within a view from a scenic vista. Direct, indirect, and cumulative Project impacts are anticipated to be less than significant.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>I b) Response: (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, Caltrans Scenic Highway System Lists/List of Eligible and Officially Designated State Scenic Highways)</p> <p>Based on the City's General Plan 2025, which designates scenic resources, the Project site is not located near City-designated scenic trees, rock outcroppings, historic buildings, or scenic roadways and boulevards. The nearest State designated scenic highway is Interstate-10 (I-10), which is over 5 miles from the Project site. Given the low-profile height of the proposed facilities within an existing commercial-business area, as well as intervening distance, topography, and existing developments, the Project would not expected to be visible from regional scenic resources. Direct, indirect, and cumulative Project impacts are expected to be less than significant.</p>				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>I c) Response: (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines)</p> <p>The proposed Project is required to adhere to the City's architectural guidelines, which provide a cohesive design element within the City subareas. The Project is subject to the City's design review process to ensure consistency with Citywide Design and Sign Guidelines and maintain the visual character of the Project area surroundings. As a result, the Project direct, indirect, and cumulative impacts on the visual character and quality of the area would be less than significant.</p>				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>I d) Response: (Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines)</p> <p>The proposed Project lighting would be similar to that which exists in the surrounding area and would comply with the City's requirements for off-site glare. Additionally, the site is not within the Mount Palomar Lighting Area. The impact is less than significant.</p>				
<p>II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in 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>II a) Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability & General Plan 2025 FPEIR – Appendix I – Designated Farmland Table)</p> <p>The project is located in an urbanized area of the City surrounded by existing commercial development, and the site has been designated Urban and Built-Out Land, and does not contain important Farmland types. The Project would result in no impact to this criterion.</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>II b) 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>The Project site is neither zoned for agricultural use, nor is adjacent to agricultural zoned lands. The project site is neither zoned for agricultural use, nor is adjacent to agricultural zoned lands. The Project site is not located within or adjacent to an agricultural preserve nor is contracted under the Williamson Act. As a result, the project will have no impact to this criterion.</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 by 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>II c) Response: (Source: General Plan 2025 Zoning Map of the City of Riverside)</p> <p>The Project site is neither zoned nor is adjacent to lands zoned for forest land, timberland, or timberland production. The project will have no impact to this criterion.</p>				
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>II d) Response: (Source: General Plan 2025 Figure OS-5 (Habitat Areas and Vegetation Communities))</p> <p>The Project does not involve loss of forest land or conversion of forest land to non-forest uses. The project will have no impact to this criterion.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>II e) Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR – Appendix I – Designated Farmland Table, and GIS Map – Forest Data)</p> <p>The proposed Project is a fast-food business located in an urbanized area of the City surrounded by existing Industrial/Commercial/Residential development. The Project site does not support agricultural production, and the Project does not involve converting agricultural, forest, or timber uses on the subject property or other lands. Therefore, the project will have no impact directly, indirectly, or cumulatively.</p>				
<p>III. 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:</p>				
<p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>III a) Response: (Source: General Plan 2025 FPEIR – Section 5.3 Air Quality SCAQMD NAAQS/CAAQS and Attainment Status for South Coast Air Basin [February 2016], SCAQMD Final 2012 AQMP [February 2013])</p> <p>The City of Riverside is located in the portion of the South Coast Air Basin (SCAB) designated as non-attainment for ozone, PM10, and PM2.5 under State and Federal standards, The SCAQMD Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations directed at attainment of State and national air quality standards based on population projections and land uses contained in local land use plans, including the City of Riverside General Plan 2025 and Hunter Park Specific Plan. Accordingly, as the Project implements the General Plan and Specific Plan land use plans, the Project would be considered to be in conformance with the AQMP. The Project direct, indirect, and cumulative impacts are expected to be less than significant.</p>				
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
---	---------------------------------------	--	-------------------------------------	------------------

III b) Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, CalEEMod)

Project emissions were analyzed for short-term construction and long-term operation impacts using CalEEMod, with the results presented in the tables below. As shown, the Project would generate emissions below the SCAQMD thresholds during construction and operations. While the Project would not exceed SCAQMD thresholds, the Project would implement mitigation measures MM AIR 1 and 2 from the General Plan 2025 Program, which would further reduce Project emission. The Project direct, indirect, and cumulative impacts to the applicable air quality standards and existing or projected air quality violation would be expected to be **less than significant**.

Project CalEEMod MODEL RESULTS						
SHORT-TERM IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NOX	CO	SO2	PM-10	PM-2.5
SCAQMD Daily Thresholds, Construction	75	100	550	150	150	55
Project CalEEMod Daily Emissions: Construction	11.9	28.3	22.1	0.03	7.3	4.3
Exceeds Threshold (Y/N)?	N	N	N	N	N	N

Project CalEEMod MODEL RESULTS						
LONG-TERM IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NOX	CO	SO2	PM-10	PM-2.5
SCAQMD Daily Thresholds, Operations	55	55	550	150	150	55
Project CalEEMod Daily Emissions, Operations	9.9	16	64.5	0.1	7.2	2.1
Exceeds Threshold (Y/N)?	N	N	N	N	N	N

MM Air 1: To mitigate for potential adverse impacts resulting from construction activities, development projects must abide by the SCAQMD's Rule 403 concerning Best Management Practices for construction sites in order to reduce emissions during the construction phase. Measures 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 2: 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.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>MM AIR-3: To reduce construction related particulate matter air quality impacts, the following measures shall be implemented:</p> <ul style="list-style-type: none"> The generation of dust shall be controlled as required by the AQMD; Grading activities shall cease during periods of high winds (greater than 25 mph); and, Trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer. 				
<p>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>III c) Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, CalEEMod)</p> <p>As identified above, the City of Riverside is located in the portion of SCAB designated as non-attainment for ozone, PM10, and PM2.5 under State and Federal standards. As presented above, the Project would result in less than significant impacts to SCAQMD air quality criteria pollutant thresholds. Additionally, the Project would implement MM AIR-1 and MM AIR-3, which would further reduce Project PM emissions, and MM AIR-2, which would further Project NOx and ROG, which are ozone precursors. As a result, Project impacts to this criterion are expected to 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>III d) Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, CalEEMod)</p> <p>The nearest sensitive receptors are located along the southern side of Spruce Street. Project construction would be expected to result in short-term increased air emissions from grading, earthwork, and construction activities. The Project construction emissions would be temporary, and as previously discussed, would not exceed SCAQMD thresholds. Additionally, implementation of MM AIR-1 through MM AIR-3, which would further ameliorate Project construction emissions. Operation of the fast-food facility would not involve generation of substantial pollutant concentrations. Thus, the Project direct, indirect, and cumulative impacts to this criterion are expected to be less than significant.</p>				
<p>e) Create objectionable odors affecting a substantial number of people?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>III e) Response: (Source: South Coast Air Quality Management District Rule 402)</p> <p>Project construction activities could generate airborne odors from diesel exhaust emissions and application of architectural coatings; however, these would be temporary, and would be isolated to the immediate Project site area, and would not expose a substantial number of people to objectionable odors. Unlike surroundings uses in the Project Planning Area, the Project is not a proposed industrial operation, of which may have higher potential for objectionable odors associated with industrial processes. Additionally, project proposals are subject to SCAQMD Rule 402, which governs odor emissions and provides a program to report and resolve complaints through investigation. In consideration of these factors, the Project direct, indirect, and cumulative impacts to this criterion would be less than significant.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>IV. BIOLOGICAL RESOURCES: Would the project:</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<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>IV a) Response: (Source: Google Earth Imager 1994-2014; Google Earth Street View 2015; California Natural Diversity Database(CNDDB) 2016; U.S. Fish and Wildlife (USFWS) Critical Habitat Mapper 2016; Riverside County Information Technology (RCIT) Geographic Information Services (GIS) – Riverside County GIS Open Data Portal 2016)</p> <p>The Project is an infill project within an area mapped by the County as “Urban or Developed.” Available aerial photography indicates that vegetation on the Project site has been maintained since at least 1994 and vegetation consists primarily of non-native grasses and likely with other non-native, ruderal annuals, with the native vegetation community removed. The Project does not have any direct connection with natural open space areas, and human activity in the area would further impair the site’s quality to wildlife.</p> <p>The Project is not located within any U.S. Fish and Wildlife-designated critical habitat for species listed under the federal Endangered Species Act. There are no occurrences of special-status species recorded in the California Natural Diversity Database (CNDDB) located on the Project site or in the immediate area. The Project is not located within any Western Riverside County Multiple Species Habitat Conservation Plan criteria areas or areas mapped for additional surveys by the County.</p> <p>Project activities could potentially impact nesting bird species protected by the federal Migratory Bird Treaty Act and California Fish and Game Code. Thus, with implementation of MM BIO-1, the Project’s direct, indirect, and cumulative impacts to nesting birds will be less than significant with mitigation.</p> <p>MM BIO-1: Clearing of vegetation and construction should occur outside the peak bird nesting season, which generally runs from February 1 through September 1. If project construction is necessary during the bird breeding season, a qualified biologist with experience conducting nesting bird surveys should conduct surveys prior to the start of construction and vegetation clearing and trimming (fuel modification). If an active nest of a protected bird is identified, a buffer should be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer width should generally be 300 feet (500 feet for raptors), be delineated by temporary fencing, and remain in effect as long as construction or fuel modification is occurring or until the nest is no longer active. No construction or fuel modification should occur within the fenced nest zone until the young have left and would no longer be impacted by the project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors. Reductions in the nest buffer would be made only at the discretion of the qualified biologist.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>IV b) Response: (Source: Google Earth Imager 1994-2014; Google Earth Street View 2015; CNDDB 2016; USFWS Wetlands Database 2016; U.S. Geologic Survey (USGS) Riverside East 7.5-minute Topographic Quadrangle; RCIT GIS – Riverside County GIS Open Data Portal 2016)</p> <p>As mentioned above, the Project is an infill project within an area that has been mapped by the County as “Urban or Developed.” Available aerial photography indicates that vegetation on the Project site has been maintained since at least 1994 and that the native vegetation community has been removed from the site.</p> <p>The Project is not located within any U.S. Fish and Wildlife-designated critical habitat for species listed under the federal Endangered Species Act. No wetlands or riparian features are found in the USFWS Wetlands Database, no sensitive riparian vegetation habitats have been recorded in the CNDDB, and no topographic or geologic features indicative of wetland, vernal pools, or riparian features are evident in aerial imagery or topographic map for the Project area. The Project is not located within any Western Riverside County Multiple Species Habitat Conservation Plan criteria areas. Therefore the Project will have no impact to this criterion.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>IV c) Response: (Source: Google Earth Imager 1994-2014; Google Earth Street View 2015; USFWS Wetlands Database 2016; USGS Riverside East 7.5-minute Topographic Quadrangle; RCIT GIS – Riverside County GIS Open Data Portal 2016)</p> <p>No wetlands or riparian features are found in the U.S. Fish and Wildlife Wetlands Database and no topographic or geologic features indicative of wetland, vernal pools, or riparian features are evident in aerial imagery or on the topographic map for the Project area. Therefore the Project will have no impact to this criterion.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The Project site does not contain water features, and the site does not have any direct connection with natural open space areas or connection with native wildlife nursery sites. Therefore, Project would result in no impacts to this criterion.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The Project site is adjacent to palm trees located on the southern and western borders, along Spruce Street and Iowa Avenue respectively, that may be within the City of Riverside’s right-of-way and be considered public trees. Project activities could potentially remove or impact these trees. In the event that any of these trees are identified for removal, or to protect those that are not, that the Project’s direct, indirect, and cumulative impacts to trees regulated by the City of Riverside will be less than significant with mitigation.</p> <p>MM BIO-2: In order for construction work to begin that will impact a tree, a signed release form will be obtained from the City of Riverside Public Works Department. This release shall be based on the condition of the tree and an assessment of the impact of the proposed construction. Mitigation measures necessary to protect the tree will also be stated. In the event a tree must be removed, Public Works Urban Forestry Division will issue a Tree Removal Permit. The property owner may obtain the permit for removal at the owner’s expense and subject to payment of a fee for the removal and replacement of the tree based upon the City’s Street Tree Asset Value guidelines.</p> <p>For public trees that are not slated for removal, the following guidelines will be implemented to protect trees on City property during the construction of the Project:</p> <p>a. A root protection zone shall be defined by a minimum 42" high barrier constructed around any potentially impacted tree. This barrier shall be at the drip line or at a distance from the trunk equal to 6 inches for each inch of trunk diameter 4.5 feet above the ground if this method defines a larger area.</p> <p>b. Should it be necessary to install irrigation lines within this area, the line shall be located by boring, or an alternate location for the trench is to be established. The minimum clearance between an open trench and a street tree shall be one (1) foot, or six (6) inches for each inch of trunk diameter measured at 4.5 feet above existing grade if this method defines a larger distance. The maximum clearance shall be ten (10) feet. The contractor shall conform to these provisions unless otherwise directed by the City.</p> <p>c. At no time shall any equipment, materials, supplies or fill be allowed within the prescribed root protection zone unless otherwise directed by Public Works Urban Forestry Division.. The root protection zone is defined as the larger of the drip line of 1) the tree or 2) the distance from the trunk equal to six (6) inches for each inch of trunk diameter measured at 4.5 feet above existing grade</p>				
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>IV f) Response: (Source: RCIT GIS – Riverside County GIS Open Data Portal 2016)</p> <p>The Project is not located in any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore the Project will have no impact to this criterion.</p>				
<p>V. CULTURAL RESOURCES: Would the project:</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>V a) Response: (Source: Project site specific cultural resources technical report prepared by SWCA Environmental Consultants in February, 2016)</p> <p>No historical resources have been identified within the Project site. However, the vicinity of the Project is sensitive for cultural resources and it is possible that unknown buried historical resources exist within the Project site. Thus, the applicant, through consultation with the City of Riverside, has agreed to the following mitigation measures to ensure that any historical resources present are identified, such that the Project's direct, indirect, and cumulative impacts to historical resources will be less than significant with mitigation.</p> <p>MM CR-1: Prior to any earth moving activity, the Project Applicant shall retain a qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, to oversee the cultural resources-related mitigation efforts. A qualified archaeological monitor shall monitor all ground-disturbing activities for the duration of the Project. The archaeological monitor will work under the supervision of the principal investigator. The duration and timing of the monitoring shall be determined by the principal investigator in consultation with the City of Riverside. If, in consultation with the City of Riverside, the principal investigator determines that full-time monitoring is no longer warranted, he or she may recommend a reduction in the level of monitoring to periodic spot checking or may recommend that monitoring cease entirely.</p> <p>MM CR-2: If inadvertent discoveries of subsurface cultural resources are discovered during grading, the Project applicant(s)/developer, the project principal investigator, and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the project applicant and the Tribe(s) cannot agree on the significance or the mitigation for such resources, these items will be presented to the City for decision. The City shall make the determination based on the provisions of the California Environmental Quality Act (CEQA) with respect to cultural resources and shall take into account the religious beliefs, customs and practices of the Tribe(s).</p>				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? r	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>V b) Response: (Source: Project site specific Cultural Resources Technical Report prepared by SWCA Environmental Consultants in February, 2016)</p> <p>No archaeological resources have been identified within the Project site. However, the vicinity of the Project area is sensitive for cultural resources and it is possible that unknown buried archaeological resources exist within the Project site. Thus, implementation of mitigation measures MM CR-1 and MM CR-2 described above to ensure that any archaeological resources present are appropriately identified and addressed, such that the Project's direct, indirect, and cumulative impacts to archaeological resources will be less than significant with mitigation.</p>				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>V b) Response: (Source: General Plan 2025 Section 5.5 Cultural Resources)</p> <p>The Project site is not located within areas identified in the City General Plan as sensitive for paleontological resources. Thus, the Project's direct, indirect, and cumulative impacts to unique paleontological resources and geologic features would be anticipated to be less than significant.</p>				
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>V d) Response: (Source: Project site specific cultural resources technical report prepared by SWCA Environmental Consultants in February, 2016)</p> <p>No human remains have been identified within the Project site. However, as the potential exists for unknown buried remains, the following mitigation measure MM CR-3 would provide that in the event that human remains are encountered, the Project's direct, indirect, and cumulative impacts to human remains will be less than significant with mitigation.</p> <p>MM CR-3: In the event that human remains are encountered, California Health and Safety Code Section 7050.5 states no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), human remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" shall then make recommendations within 48 hours, and engage in consultations with the landowner concerning the treatment of the remains as provided in Public Resources Code 5097.98.</p>				
<p>VI. GEOLOGY AND SOILS: Would the project:</p>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>VI a.i) Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR Appendix E – Geotechnical Report)</p> <p>In the City of Riverside, there are no Alquist-Priolo zones; thus no impacts related to Alquist-Priolo zones will occur.</p>				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>VI a.ii) 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. Because the proposed Project would be designed in compliance with California Building Code regulations, the Project direct, indirect, and cumulative impacts associated with strong seismic ground shaking would be expected to be less than significant.</p>				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>VI a.iii) Response: (Source: General Plan 2025 Figure PS-2 – Liquefaction Zones)</p> <p>The Project site is located in an area with low potential for liquefaction as depicted in the General Plan 2025 Liquefaction Zones Map – Figure PS-2. Compliance with the California Building Code regulations will ensure that Project impacts related to seismic-related ground failure, including liquefaction would be less than significant.</p>				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>VI a) Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope)</p> <p>The project site has generally flat topography and is not located in an area prone to landslides per Figure 5.6-1. Therefore, there will be no impact related to landslides.</p>				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>VI b) Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 Soils)</p> <p>The Project site is underlain with Arlington soils, which exhibit slight to moderate erosivity and moderately slow permeability. Additionally, the Project site slope is between 0 and 10 percent, which does not increase the degree of erosion. However, Project construction has the potential to cause erosion and loss of topsoil during earth disturbance activities. To address this, the Applicant would implement a construction Storm Water Pollution Prevention Plan (SWPPP), which includes an erosion and sediment control plan to reduce soil erosion and minimize loss of topsoil such that Project direct, indirect, and cumulative impacts are less than significant.</p>				
<p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>VI c) Response (Source: General Plan 2025 Figure PS-2 – Liquefaction Zones; Figure PS-3 – Soils with High Shrink-Swell Potential; General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope)</p> <p>The Project site as depicted in the General Plan 2025 Figure PS-2, is located in a relatively flat area with low potential for liquefaction and landslides, and is not located on soil with a high shrink and swell potential. The Project design would be required to comply with the City's codes and standards, as well as California Building Code regulations, such that Project direct, indirect, and cumulative impacts related to seismic-related ground failure, including liquefaction, lateral spreading, expansive soil, subsidence, and unstable soil would be expect to be less than significant impact.</p>				
<p>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>VI d) Response (Source: General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential)</p> <p>The Project site is located on Arlington soil, which exhibits a low to moderate shrink-swell potential and is not classified as an expansive soil. Therefore the Project's direct, indirect, and cumulative impacts will be less than significant.</p>				
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>VI e) Response</p> <p>This project will connect to sewer systems for the disposal of waste water and therefore there will be no impact related to septic tanks or alternative waste water disposal systems directly, indirectly and cumulatively.</p>				
<p>VII. GREENHOUSE GAS EMISSIONS: Would the project:</p>				
<p>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>VII a) Response (Source: General Plan 2025 "Typical Growth Scenario"):</p> <p>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." Thus, a less than significant impact is expected.</p>				
<p>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>VII b) Response (Source: General Plan 2025 "Typical Growth Scenario"):</p> <p>As indicated in Question a, above, the project would comply with the City's General Plan policies. In addition, the project will comply with State Building Code provisions designed to reduce greenhouse gas emissions and thus a less than significant impact will occur.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>V a) Response (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, CFR Title 49, 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 proposes the construction and operation of a fast-food business, and does not involve activities requiring the routine transport, use, or disposal of hazardous materials. The Project would require use of small quantities of commercial-grade hazardous materials, such as paints and solvents during construction and to a lesser extent, operations (i.e., during routine cleaning and maintenance), and the handling and use of any hazardous materials would be conducted in accordance with federal, state, and local requirements. As a result, the Project direct, indirect, and cumulative impacts to this criterion would be less than significant.</p>				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>V b) Response (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, CFR Title 49, 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 construction and operation activities (i.e., fast-food restaurant) does not involve storage, use, or transport of hazardous materials that would create significant hazards to the public or environmental during foreseeable upset and accident conditions. The Project may use small quantities of hazardous materials (paints, solvents, etc.) though the use and disposition of the materials would be conducted in accordance with applicable federal, state, and local requirements. Project direct, indirect, and cumulative impacts to this criterion would be considered less than significant.</p>				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>V c) Response (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, CFR Title 49, California Building Code, and Riverside Operational area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)</p> <p>The nearest school is University Middle School, which is located less than one-quarter mile southeast of the Project site. Construction and operation of the Project however would not involve generation or release of hazardous emissions, or handling of acutely hazardous materials, including wastes. As mentioned above, the Project may use small quantities of hazardous materials (paints, solvents, etc.), though the use and disposition of the materials would be conducted in accordance with applicable federal, state, and local requirements. As a result, the Project direct, indirect, and cumulative impacts to this criterion would be considered less than significant.</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>VIII a-d) Response: (Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites)</p> <p>The proposed Project is not identified on any of the hazardous materials site lists compiled under Government Code Section 65962.5. As such, the project will have no impact related to creating a significant hazard to the public or the environment under this criterion.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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>VIII e) Response: (Source: Riverside County Airport Land Use Commission (ALUC) Development Review No. ZAP1132MA15 on August 13, 2015 (Case File Findings Letter dated September 2, 2015))</p> <p>The Project was subjected to an Airport Land Use Commission (ALUC) Development Review on August 13, 2015, and was found to be conditionally consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Therefore the Project will have no impact related to airport land use compatibility and safety.</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>VIII f) Response</p> <p>The Project site is not located within proximity to, or proposing a new private airstrip. The nearest private airstrip is Flabob airport, which is more than 4 miles west of the Project site. The Project site is well outside of any safety hazard zone from this airport. The Project would result in no impact related to private airstrips.</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>VIII g) Response: (Source: General Plan 2025 Public Safety Element and Figure PS 8.1 (Evacuation Routes), GP 2025 FPEIR Chapter 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>Based on the General Plan 2025, Iowa Avenue, which is adjacent to the Project site on the west, is identified as an arterial to be potentially used as an evacuation route. During Project construction, any street closing will be of short duration and with implementation of MM AIR-1, motorists would be provided with alternative routes in the Project area to use in the event of any road closures so as not to interfere or impede 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.</p>				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>VIII h) Response: (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas)</p> <p>The proposed project is located in an urbanized area where no wildlands exist and the property is not located within a Very High Fire Severity Zone (VHFSZ) or adjacent to wildland areas or a VHFSZ. As such there is no impact regarding wildland fires.</p>				
<p>IX. 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>IX a) Response: (Source: Project Specific Water Quality Management Plan (WQMP) prepared by Core States Group)</p> <p>The project includes the development of a currently undeveloped portion of land. A preliminary WQMP has been submitted and is anticipated to be approved by the Public Works Department prior to construction. The project specific WQMP details how water quality and waste discharge standards will be met, as required by the Regional Board Order No. R8-2010-0033. The Project is required to comply with applicable Federal, State, and local water quality regulations. Because all water quality standards will be met there will be a less than significant impact from this Project.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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>IX b) Response: (Source: Project Specific Preliminary Site Plan prepared by Core States Group, Project Specific Water Quality Management Plan (WQMP) prepared by Core States Group)</p> <p>The project is located within and would receive water service from the Western Municipal Water District. The Project does not propose use of groundwater wells or would not impede a groundwater recharge area. Therefore, the Project would result in no impact on the groundwater supplies or recharge.</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>IX c) Response: (Source: Project Specific Preliminary Grading Plan prepared by Core States Group)</p> <p>The Project site is a vacant lot located within an urbanized area with developed with storm drain system, and the site does not contain any stream or river. The existing drainage pattern of the site is to release stormwater runoff to the southwest corner of the site into the Iowa Avenue and Spruce Street right of ways. The proposed site improvements will preserve this drainage pattern by directing on-site stormwater towards a catch basin located in the Spruce Street right of way. Additionally, the Project is required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) and comply with WQMP requirements. This will ensure that the project avoids substantial erosion and siltation. Therefore, the project will have a less than significant impact on existing drainage patterns and erosion or siltation.</p>				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>IX d) Response: (Source: Project Specific Preliminary Grading Plan prepared by Core States Group, Project Specific Water Quality Management Plan (WQMP) prepared by Core States Group)</p> <p>As stated above, the Project site does not contain or involve alteration of streams or rivers. The site is an infill development within an urban area developed with a stormwater conveyance system, which serves the purpose to drain stormwater from the area. The Project proposes to convey stormwater to the existing storm drain network, and would require the City's approval on the Project Grading and Drainage Plan prior to connection. The Project therefore would be expected to result in a less than significant impact to this criterion.</p>				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>IX e) Response: (Source: Project Specific Preliminary Grading Plan prepared by Core States Group, Project Specific Water Quality Management Plan (WQMP) prepared by Core States Group)</p> <p>As stated above, the Project will adequately size and install a storm water drainage system for the project runoff. The pollutants generated from the site runoff are required to be treated on-site by the WQMP according to the Regional Water Board standards. This will ensure that the Project design will effectively manage pollutants. Additionally, the Project is located in a Hydraulic Condition of Concern exempt area, meaning that all downstream conveyances are engineered to convey all upstream future development. Therefore, the Project would be expected to result in a less than significant impact.</p>				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>IX f) Response: (Source: Project Specific Water Quality Management Plan (WQMP) prepared by Core States Group)</p> <p>The Project design, including implementation of the Project SWPPP and WQMP, will effectively manage stormwater runoff and pollutants, as discussed above, thereby resulting in a less than significant impact on the water quality.</p>				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>IX g) Response:</p> <p>The Project is a commercial development and no housing is proposed. Additionally, per Flood Insurance Rate Map No. 06065C0727G and as depicted in Figure PS-4, Project is not located within a flood hazard area or dam inundation area. Therefore the Project will not place housing within a 100-year flood hazard area and there will be no impact directly, indirectly and cumulatively.</p>				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>IX h) Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)</p> <p>Based on Flood Insurance Rate Map No. 06065C0727G and Figure PS-4 the Project lies outside of any flood hazard areas or dam inundation areas, thus the Project will not place structures within a 100-year flood hazard area and will result in no impact directly, indirectly and cumulatively.</p>				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>IX i) Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)</p> <p>As stated previously, the Project lies outside of any flood hazard areas or dam inundation areas. Therefore the Project will not expose people or structures to a significant risk of loss, injury, or death involving flooding and will result in no impact directly, indirectly and cumulatively.</p>				
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>IX j) Response: (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)</p> <p>The Project is not located in a coastal area, near any large bodies of water or hillsides that would be subject to seiche, tsunami, or mudflows. Therefore, the Project will result in no impact.</p>				
<p>X. LAND USE AND PLANNING: Would the project:</p>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>X a) Response: (Source: General Plan 2025 Land Use and Urban Design Element, Project Specific Site Plan, City of Riverside GIS map layers)</p> <p>The proposed Project does not involve physically dividing a community, and has been designed to be consistent with the pattern of development of the surrounding 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>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>X b) Response: (Source: General Plan 2025, GP 2025 Figure LU-7 – Redevelopment Areas, Hunter Business Park Specific Plan, Project Specific Site Plan, City of Riverside GIS map layers)</p> <p>The proposed Project has been designed to be consistent with the pattern of development of the surrounding area providing adequate access, circulation and connectivity consistent with the General Plan 2025 and it is not a project of Statewide, Regional, or Areawide Significance. The Project involves construction and operation of a fast-food facility with drive-thru services on the vacant portion of a parcel currently occupied by Habitat for Humanity. The Project proposal also involves creation of the new parcel approximately 1 acre in size from the existing parcel. The project's size and adjacent uses (commercial, multi-family residential) are consistent with other drive-thru restaurants in the City of Riverside. The Project parcel is zoned as Business & Manufacturing Park (BMP) with a Business Support Retail (BSR) overlay in accordance with the Hunter Business Park Specific Plan Amendment O-7036 (Planning Case P09-0002) dated April 7, 2009), and is located at the southern edge of the Hunter Business Park Specific Plan. Per Section 19.150 of the Zoning Code, Restaurants are permitted within the BMP zone; however, the BSR overlay does not allow drive-through operations. The Project Applicant is requesting a Specific Plan Text Amendment the BSR Overlay to allow for drive-thru restaurants, contingent upon the approval of a Conditional Use Permit. The Hunter Business Park Specific Plan text amendment would allow the proposed drive-thru use to be consistent with the Plan's overlay zone. The Project will also be subject to a design review process and requirements under the Conditional Use Permit that both serve the intent to ensure project consistency with the City's plans and programs. Therefore, the Project's direct, indirect, and cumulative impacts will be a less than significant.</p>				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>X c) Response: (Source: General Plan 2025, GP 2025 Figure LU-10 – Land Use Policy Map, GP 2025 Figure OS-5 – Habitat Areas and Vegetation Communities, and GP 2025 Figure OS-6 - STEPHENS' KANGAROO RAT (SKR) CORE RESERVES AND OTHER HABITAT CONSERVATION PLANS (HCP))</p> <p>The Project is not located in any not impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan directly, indirectly and cumulatively. Therefore the Project will have no impact to this criterion.</p>				
<p>XI. MINERAL RESOURCES: Would the project:</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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XI a) Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</p> <p>The Project site is located within state-classified mineral resources zone MRZ-3, which indicates that the area contains known or inferred occurrences of undetermined mineral resource significance. Because areas classified as MRZ-3 are not considered to contain identified mineral resources of significance, the Project's direct, indirect, and cumulative impacts will be less than significant.</p>				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XI b) Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</p> <p>The Project site is not located within a locally important mineral resource recovery site delineated on the City of Riverside General Plan; thus the Project will result in no impact directly, indirectly and cumulatively.</p>				
<p>XII. NOISE: Would the project result in:</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XII a) Response: (Source: City of Riverside Municipal Code Noise Ordinance (Title 7, Noise Control))</p> <p>The Project construction and operation activities would generate new sources of noise; however the Project activities are subject to and would be conducted in accordance with the City of Riverside Municipal Code Noise Ordinance (Title 7, Noise Control), which prescribes applicable limits on construction and operation noise. With the Project's expected compliance with the municipal Noise Ordinance, the Project's direct, indirect, and cumulative impacts to this criterion would be considered less than significant.</p>				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XII b) Response: (Source: Core States Project Site Plan Package)</p> <p>The proposed Project is located on the vacant portion of a lot containing existing development (Habitat for Humanity). As provided in the Project design plan, construction of the proposed fast-food establishment does not involve or necessitate demolition, substantial groundwork, and other activities having the potential to generate excessive vibration or groundborne noise. As a result the Project direct, indirect, and cumulative impacts to this criterion would be expected to be less than significant.</p>				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XII c) Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards)</p> <p>The Project involves the operation of a known fast-food establishment within an urban area containing transportation, industrial, commercial, and residential uses (south of Spruce Street). The Project area is also subject to existing noise sources include the traffic uses along arterial roadways adjacent to the property, State Route 60, railway noise, and surrounding businesses. The Project would not include excessive noise generating activities, or generation of noise source types not already existing in the Project area, As a result the Project direct, indirect, and cumulative impacts to this criterion would be considered less than significant.</p>				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XII d) Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards)</p> <p>The Project construction activities would have the potential to generate a temporary increase in ambient noise resulting from the use of construction equipment. However, as the Project site is located in an area identified with existing comparatively high noise levels due to transportation, industrial, and commercial uses, the Project direct, indirect, and cumulative impacts to generating a substantial temporary or period noise increase would be considered less than significant.</p>				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>XII d) Response: (Source: Riverside County Airport Land Use Compatibility Plan, Map FL-1 (Flabob Airport), Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria)</p> <p>The Project site is located more than 4 miles from the Flabob Airport, and is not located within the airport compatibility zones. The Project site is also located roughly 8 miles from the March Air Reserve Base/Inland Port Airport in the Airport Land Use Compatibility Zone E (Other Airport Environs), which identifies areas beyond the airport 55-Community Noise Equivalent Level (CNEL) contour. Due to the Project's location within a low-noise contour area, the Project impacts to this criterion would be considered less than significant.</p>				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XII a-f) Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards)</p> <p>The Project site is located more than 4 miles east from the Flabob Airport, which is a privately-owned airport. The Project site is located well outside of the Flabob Airport Land Use Compatibility Zones. As a result, the Project will have a less than significant impact to this criterion.</p>				
<p>XIII. POPULATION AND HOUSING: Would the project:</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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XIII a) Response: (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections– 2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG's RCP and RTP)</p> <p>The Project proposes a service-oriented commercial business located in an in-fill planning area that will not directly or indirectly induce population growth. The Project is consistent with the land use designation established under the General Plan 2025 Program. The General Plan 2025 Final PEIR determined that Citywide, future development anticipated under the General Plan 2025 Typical scenario would have less than significant population growth impacts. Because the proposed Project is consistent with the General Plan 2025 and the Project does not result in new impacts beyond those previously evaluated in the GP 2025 FPEIR, the Project will result in a less than significant impact.</p>				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XIII b) Response:</p> <p>The Project site is located on an empty lot and the Project would not involve removing existing housing. Thus the Project will not displace existing housing and there will be no impact directly, indirectly and cumulatively to existing housing.</p>				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XIII c) Response:</p> <p>There are no residents on the Project site, and the Project will not displace people. Thus, there will be no impact directly, indirectly and cumulatively and will not necessitate the construction of replacement housing elsewhere.</p>				
<p>XIV. PUBLIC SERVICES:</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XIV a) Response: (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</p> <p>The Project does not involve increasing housing or population, which would result in an increased demand for fire protection services. Adequate fire facilities and services are provided by the Riverside Fire Department to serve this Project. In addition, compliance with the policies of the General Plan 2025, existing codes and standards, and through Fire Department practices, there will be no impact on the demand for additional fire facilities or services.</p>				
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XIV b) Response: (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)</p> <p>The Project does not involve increasing housing or population, which would result in an increased demand for law enforcement services. Adequate police facilities and services are provided by the Riverside Police Department to serve this Project. In addition, compliance with the policies of the General Plan 2025, existing codes and standards, and through Police Department practices, there will be no impact on the demand for additional fire facilities or services.</p>				
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XIV c) Response: (Source: Project Specific Site Plan)</p> <p>The Project does not involve any residential construction and has no impact on the number of school age children or the demand of additional school facilities.</p>				
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XIV d) Response: (Source: Project Specific Site Plan)</p> <p>The Project does not involve any residential construction and has no impact to increase population levels or the demand of additional park facilities.</p>				
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XIV e) 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)</p> <p>Adequate public facilities and service such as libraries and communities centers and are provided to serve this project. Public facility demand is increased through residential development. Since the proposed project is a commercial use, there will be no impact on the demand based on public facilities.</p>				
XV. 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"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>XV a) Response: (Source: Riverside Municipal Code Chapter 16.60 - Local Park Development Fees)</p> <p>The Project is a service-oriented business and will not 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. The Project is consistent with the General Plan 2025 and will pay applicable Park Development Impact Fees. Therefore there will be no impact on existing recreational facilities.</p>				
<p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XV b) Response:</p> <p>The Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, there will be no impact.</p>				
<p>XVI. TRANSPORTATION/TRAFFIC: Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>XVI a) 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-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, and Project Specific Traffic Impact Analysis)</p> <p>The Project would not involve changes to or conflict with non-motorized travel, including pedestrian, bicycle paths, and mass transit. The Project area roadway capacity is adequate to accommodate the projected traffic volumes at the Project site, as determined by the Project Traffic Impact Analysis (TIA). As indicated in the Project TIA, the intersection of Spruce Street and Iowa Avenue currently operates at a level of service (LOS) D during the AM peak hours and LOS C during the PM peak timeframe. Implementation of the Project will maintain acceptable LOS levels at the Spruce/Iowa intersection (i.e., LOS D during the AM peak, and LOS C during the PM peak). However, with traffic conditions included from cumulative development, the Project will result in a future LOS of E or less at two intersections: Iowa Avenue/Blaine Street and Iowa Avenue/Spruce Street. In order to mitigate the effects of the increased traffic, the mitigation measures for the Project will require Fair Share fees be provided for the following off-site improvements:</p> <p>MM TRANS-1: Accessible Pedestrian Signal (APS) Systems at all crossings at the Iowa Avenue/Spruce Street intersection. The Project Specific Traffic Impact Analysis recommended a right-turn-lane be added along Spruce Street. However, per the Traffic Engineer, Spruce Street is currently at its ultimate improvement width along the project frontage. As such, the fair share fee will be calculated using the estimated cost of a dedicated right-turn lane. The fee will may be used to improve other portions of Spruce Street that are not currently improved to the ultimate street width.</p> <p>MM TRANS-2: Reconfigure the Iowa Avenue/Blain Street intersection phasing to provide southbound right-turn overlap phasing.</p> <p>Therefore, the increase in traffic in relation to the existing traffic load and capacity of the street system is less than significant with the mitigation MM TRANS-1 and MM TRANS-2</p>				
<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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>XVI b) 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-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, and Project Specific Traffic Impact Analysis)</p> <p>As stated above, based on the Project TIA, the proposed Project will maintain existing acceptable LOS levels at the intersection of Spruce Street and Iowa Avenue. However, under future cumulative development traffic conditions, the Project will result in a LOS of E or less at the Iowa Avenue/Blaine Street and Iowa Avenue/Spruce Street intersections. These impacts however would be mitigated to less than significant levels with implementation of MM TRANS-1 and MM TRANS-2.</p> <p>In addition, the Project is consistent with the Riverside County’s Congestion Management Program (CMP) and its Transportation Demand Management/Air Quality components. Therefore, the increase in traffic in relation to the existing traffic load and capacity of the street system is less than significant with the mitigation proposed above.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XVI c) Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, Riverside County Airport Land Use Commission (ALUC) Development Review No. ZAP1132MA15)</p> <p>The Project is not located within an airport influence area, and will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. Per the findings of the ALUCP, the project is consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Therefore the project will have a less than significant impact related to airport land use compatibility and safety, so long as the conditions stated are met.</p>				
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XVI d) Response: (Source: Project Specific Site Plan (including offsite improvements along Iowa Ave, Project Specific Traffic Impact Analysis)</p> <p>The proposed Project has been designed to be consistent with the standards and procedures contained in the General Plan 2025 and the Riverside Municipal Code, as well as any State, Regional, and Federal design standards. As such, the Project will have a less than significant impact on hazards due to design features.</p>				
<p>e) Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XVI e) Response: (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</p> <p>The 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) to provide adequate emergency access; therefore, there will be no impact directly, indirectly or cumulatively to emergency access.</p>				
<p>f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XVI f) Response: (Source: General Plan 2025 Figure CCM-5 – Transit Facilities, Figure CCM-6 – Master Plan of Trails and Bikeways)</p> <p>The Project site is currently served by Regional Transportation Authority (RTA) bus routes and Class 2 Bikeways along Spruce Street and Iowa Avenue. The Project does not propose or require encroachment or removal of public transit, bicycle, or pedestrian/sidewalk facilities, and would not conflict with associated policies, plans, and programs. Project direct, indirect, and cumulative impacts would be less than significant.</p>				
<p>XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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>XVII a) 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, and Wastewater Integrated Master Plan)</p> <p>New developments are 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). 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>XVII b) Response: (Source: General Plan 2025 Figure PF-1 Water Service Areas, 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.)</p> <p>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. Therefore, the Project would result in no impact resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities.</p>				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XVII c) Response: (Source: FPEIR Figure 5.16-2 - Drainage Facilities, Project Specific WQMP)</p> <p>The Project will increase the impervious surface area which will generate additional runoff. However, the Subdivision Code requires drainage fees to be paid to the City for new construction. Fees are transferred into a drainage facilities fund that is maintained by Riverside County Flood Control and the Water Conservation District. Policies within the General Plan 2025 ensure that the stormwater needs of the City are routinely analyzed and that improvements are funded and implemented as identified within the City’s Capital Improvement Plan. Therefore the Project will have a less than significant impact on the existing facilities.</p>				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XVII d) 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, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, Table 5.16-H – Current and Projected Domestic Water Supply)</p> <p>The Project site is located within the service district of and would be served by the Western Municipal Water District, which is a member agency of the Metropolitan Water District of Southern California. The Project is consistent with General Plan 2025 where future water supplies were determined to be adequate. The Project would not require water supply entitlements. As a result, the Project will have a less than significant impact on the existing water supplies.</p>				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>XVII e) 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)</p> <p>The Project is consistent with the General Plan 2025 Typical Growth Scenario and will not exceed wastewater treatment requirements of the Regional Water Quality Control Board. The wastewater generation was determined to be adequate thus the Project would result in less than significant impact to wastewater treatment facilities.</p>				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XVII f) 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 where future landfill capacity was determined to be adequate. Therefore, no impact to landfill capacity will occur.</p>				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>XVII g) Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p> <p>The Project is required to comply with California Green Building Code and the City’s waste disposal requirements and as such will not impact any Federal, State, or local regulations related to solid waste.</p>				
<p>XVIII. 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>XVII a) Response: (Source: General Plan 2025 – Figure OS-6, Figure OS-7, Figure OS-8 , MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)</p> <p>Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section, and were found to be less than significant and less than significant with mitigation (relating to nesting birds and tree removal). 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>				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>XVII b) Response: (Source: FPEIR Section 6 – Long-Term Effects/Cumulative Impacts for the General Plan 2025 Program)</p> <p>Because the Project is consistent with the General Plan 2025, no new cumulative impacts are anticipated and therefore cumulative impacts of the proposed project beyond those previously considered in the GP 2025 FPEIR are less than significant.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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, hazards and hazardous materials, and traffic sections of this initial study and found to be less than significant for each of the above sections. Based on the analysis and conclusions in this initial study, the project will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are less than significant.</p>				

DRAFT

Staff Recommended Mitigation Measures

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Air Quality	<p>MM Air 1: To mitigate for potential adverse impacts resulting from construction activities, development projects must abide by the SCAQMD's Rule 403 concerning Best Management Practices for construction sites in order to reduce emissions during the construction phase. Measures 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 unpaved portions of the construction site. 	Issuance of Grading Permit	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
Air Quality	<p>MM Air 2: To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.</p>	Prior to Issuance of Grading/Building Permit	Building and Safety/Public Works Department	Proof of power source to be provided from electric service provider.
Air Quality	<p>MM AIR-3: To reduce construction related particulate matter air quality impacts, the following measures shall be implemented:</p> <ul style="list-style-type: none"> • The generation of dust shall be controlled as required by the AQMD; • Grading activities shall cease during periods of high winds (greater than 25 mph); and, <p>Trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer.</p>	<p>Prior to issuance of individual grading and/or building permit.</p> <p>The plan for traffic control shall be submitted with the grading and/or building plans.</p>	Public Works Department	Construction Inspection.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Bio	<p>MM BIO-1: Clearing of vegetation and construction should occur outside the peak bird nesting season, which generally runs from February 1 through September 1. If project construction is necessary during the bird breeding season, a qualified biologist with experience conducting nesting bird surveys should conduct surveys prior to the start of construction and vegetation clearing and trimming (fuel modification). If an active nest of a protected bird is identified, a buffer should be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer width should generally be 300 feet (500 feet for raptors), be delineated by temporary fencing, and remain in effect as long as construction or fuel modification is occurring or until the nest is no longer active. No construction or fuel modification should occur within the fenced nest zone until the young have left and would no longer be impacted by the project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors. Reductions in the nest buffer would be made only at the discretion of the qualified biologist.</p>	Prior to Grading Permit Issuance/ During Grading	Planning Division	Focused Biological Surveys

DRAFT

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Bio	<p>MM BIO-2: In order for construction work to begin that will impact a tree, a signed release form will be obtained from the City of Riverside Public Works Department. This release shall be based on the condition of the tree and an assessment of the impact of the proposed construction. Mitigation measures necessary to protect the tree will also be stated. In the event a tree must be removed, Public Works Urban Forestry Division will issue a Tree Removal Permit. The property owner may obtain the permit for removal at the owner's expense and subject to payment of a fee for the removal and replacement of the tree based upon the City's Street Tree Asset Value guidelines.</p> <p>For public trees that are not slated for removal, the following guidelines will be implemented to protect trees on City property during the construction of the Project:</p> <p>a. A root protection zone shall be defined by a minimum 42" high barrier constructed around any potentially impacted tree. This barrier shall be at the drip line or at a distance from the trunk equal to 6 inches for each inch of trunk diameter 4.5 feet above the ground if this method defines a larger area.</p> <p>b. Should it be necessary to install irrigation lines within this area, the line shall be located by boring, or an alternate location for the trench is to be established. The minimum clearance between an open trench and a street tree shall be one (1) foot, or six (6) inches for each inch of trunk diameter measured at 4.5 feet above existing grade if this method defines a larger distance. The maximum clearance shall be ten (10) feet. The contractor shall conform to these provisions unless otherwise directed by the City.</p> <p>c. At no time shall any equipment, materials, supplies or fill be allowed within the prescribed root protection zone unless otherwise directed by Public Works Urban Forestry Division.. The root protection zone is defined as the larger of the drip line of 1) the tree or 2) the distance from the trunk equal to six (6) inches for each inch of trunk diameter measured at 4.5 feet above existing grade</p>	Prior to Grading Permit Issuance	Public Works Department	Tree Removal Permit

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Cultural	<p>MM CR-1: Prior to any earth moving activity, the Project Applicant shall retain a qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, to oversee the cultural resources-related mitigation efforts. A qualified archaeological monitor shall monitor all ground-disturbing activities for the duration of the Project. The archaeological monitor will work under the supervision of the principal investigator. The duration and timing of the monitoring shall be determined by the principal investigator in consultation with the City of Riverside. If, in consultation with the City of Riverside, the principal investigator determines that full-time monitoring is no longer warranted, he or she may recommend a reduction in the level of monitoring to periodic spot checking or may recommend that monitoring cease entirely.</p>	Prior to Grading Permit Issuance	Planning Division	On-site during all ground moving activity.
Cultural	<p>MM CR-2: If inadvertent discoveries of subsurface cultural resources are discovered during grading, the Project applicant(s)/developer, the project principal investigator, and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the project applicant and the Tribe(s) cannot agree on the significance or the mitigation for such resources, these items will be presented to the City for decision. The City shall make the determination based on the provisions of the California Environmental Quality Act (CEQA) with respect to cultural resources and shall take into account the religious beliefs, customs and practices of the Tribe(s).</p>	During Grading Activity	Archaeologist/Developer/Planning Division	On-site qualified archaeologist

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Cultural	<p>MM CR-3: In the event that human remains are encountered, California Health and Safety Code Section 7050.5 states no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), human remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” shall then make recommendations within 48 hours, and engage in consultations with the landowner concerning the treatment of the remains as provided in Public Resources Code 5097.98.</p>	During Grading Activity	Archaeologist/Developer/Planning Division	On-site qualified archaeologist
Transportation	<p>MM TRANS-1: Accessible Pedestrian Signal (APS) Systems at all crossings at the Iowa Avenue/Spruce Street intersection. The Project Specific Traffic Impact Analysis recommended a right-turn-lane be added along Spruce Street. However, per the Traffic Engineer, Spruce Street is currently at its ultimate improvement width along the project frontage. As such, the fair share fee will be calculated using the estimated cost of a dedicated right-turn lane. The fee will may be used to improve other portions of Spruce Street that are not currently improved to the ultimate street width.</p>	Prior to release of utilities	Public Works Department	Public Works – Traffic Division

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Transportation	MM TRANS-2: Reconfigure the Iowa Avenue/Blain Street intersection phasing to provide southbound right-turn overlap phasing.	Prior to release of utilities	Public Works Department	Public Works – Traffic Division

DRAFT