



City of Arts & Innovation

COMMUNITY & ECONOMIC DEVELOPMENT  
DEPARTMENT  
Planning Division

Draft Mitigated Negative Declaration

WARD: 6

1. **Case Number:** P16-0614 Rezone; P16-0612 Variance; P16-0613 Design Review
2. **Project Title:** Park Sierra Development
3. **Hearing Date:** July 13, 2017
4. **Lead Agency:** City of Riverside  
Community & Economic Development Department  
Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522
5. **Contact Person:** Sean P. Kelleher, Associate Planner  
**Phone Number:** (951) 826-5371
6. **Project Location:** The proposed Project is located in the City of Riverside at 10920 Magnolia Avenue (Figure 1). The project site is bordered by Magnolia Avenue on the north, Park Sierra Drive on the east, and commercial uses to the south and west (Figure 2).
7. **Project Applicant/Project Sponsor's Name and Address:**  
  
Dave Gilmore  
Seagrove  
11911 San Vicente Boulevard  
Suite 350  
Los Angeles, CA 90049
8. **General Plan Designation:** MU-U Mixed Use - Urban
9. **Zoning:** R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones  
  
CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones

10. **Description of Project:**

The proposed Project is for the construction of a 9,520 square foot multi-tenant commercial building for restaurant uses. The following entitlements are requested for implementation of this project:

Rezoning

The proposed Project consists of the rezoning one of the two parcels (Assessor Parcel Number 138-470-013) from R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones to CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones to permit the establishment of future restaurants. It should be noted that the proposed Zoning is inconsistent with the MU-U - Mixed Use - Urban land use designation of the City's General Plan 2025. However, the Zoning designation of CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay

Zones is consistent with the surrounding development. While consistency with the General Plan 2025 is preferable, as a charter city, consistency between the General Plan land use designation and the zoning of individual properties is not required. As identified in Table LU-4 "Planned Land Uses" of the General Plan 2025 commercial uses are anticipated within the MU-U - Mixed Use - Urban land use designation. The proposed CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones will facilitate the anticipated commercial development of the site consistent MU-U - Mixed Use - Urban land use designation.

#### Variance

The proposed Project would develop a 9,520 square-foot multi-tenant commercial building for restaurant use. Restaurant tenants would be able to serve alcohol on the premises. As such, a variance is required for the proposed alcohol use as the proposed Project would not comply with the 600-foot separation requirement from a hospital. Kaiser Permanente Riverside Medical Center is located 66-feet east of the project site across Park Sierra Drive.

#### Design Review

The Design review is for the construction of a single-story 9,520 square-foot multi-tenant commercial building with a 1,764 square foot outdoor patio. The 1.37 acre site will include 74 parking spaces and landscape improvements. The project has been designed as part of the larger Park Sierra commercial center which includes 270,596 square feet of office, retail, and restaurant development including L.A. Fitness and Walgreens.

#### Background

The project site was previously developed with a motel (Figure 3). Historic aerials showed that, at one time, the project site contained a historic-period motel and parking lot that dated back to at least 1948. The hotel and parking lot were demolished in 2008 and the parcel was subsequently graded.



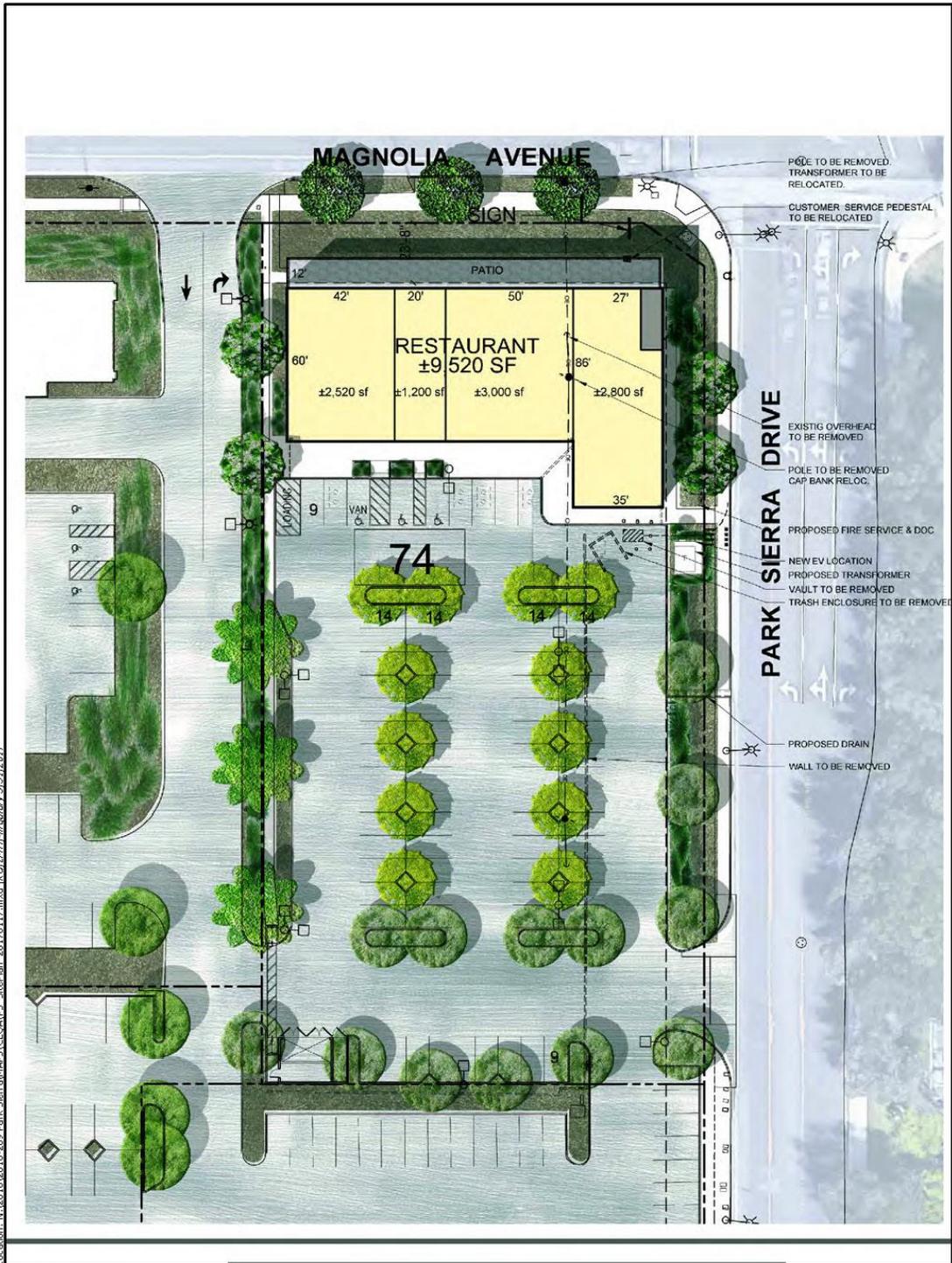


Location: N:\2016\2016-209 Park Sierra\MapDocs\CEQA\IPS\_Location\_20161207.mxd (KOD) mruibz S7312017

Map Date: 12/13/2016  
Image Source: NAIP 2016



**Figure 2. Project Location**  
2016-209 Park Sierra



Location: N:\2016\2016-209 Park Sierra\Map\CEQA\1P5 - SitePlan\_20170117.mxd (K01\pjh) - m. july - 5/31/2017

Map Date: 1/17/2017  
Source: seagrove la



**Figure 3. Site Plan**  
2016-209 Park Sierra

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

	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
<b>Project Site</b>	Vacant Land	Mixed Use - Urban (MU-U)	R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones
<b>North (across Magnolia Avenue)</b>	Commercial Retail	Mixed Use - Village (MU-V)	CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones
<b>East (across Park Sierra Drive)</b>	Hospital and Medical Office Buildings	Mixed Use - Urban (MU-U)	CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones
<b>South</b>	Commercial Retail	Mixed Use - Urban (MU-U)	CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones
<b>West</b>	Commercial Retail	Mixed Use - Urban (MU-U)	CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones

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

- a. None

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

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. Riverside Citywide Design Guidelines and Sign Guidelines
- d. Paleontological Resources for the proposed Park Sierra Development Project, Project #2016-209, in the City of Riverside, Riverside County Area [Los Angeles County Natural History Museum (LACNHM) 2016]
- e. Park Sierra Development Property, Paleontology Assessment [ECORP Consulting, Inc. (ECORP) 2017]
- f. Air Quality and Greenhouse Gas Assessment for the Park Sierra Project [Scientific Resources Associated (SRA) 2017]
- g. Geotechnical Investigation Proposed Restaurant Building SWC Park Sierra Drive and Magnolia Avenue, Riverside, California [Geotechnical Professionals, Inc. (GPI) 2016]
- h. Traffic Impact Study for the Park Sierra Project in the City of Riverside [Kimley-Horn and Associate Inc. (KH) 2017]

**14. Acronyms**

- ADT - Average Daily Trip
- AICUZ - Air Installation Compatible Use Zone Study
- AQMP - Air Quality Management Plan
- AUSD - Alford Unified School District
- CEQA - California Environmental Quality Act

CMP -	Congestion Management Plan
CO <sub>2</sub> e -	Carbon Dioxide Equivalent
HCM -	Highway Capacity Manual
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FPEIR -	GP 2025 Final Programmatic Environmental Impact Report
GIS -	Geographic Information System
GHG -	Green House Gas
GP 2025 -	General Plan 2025
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
MARB/MIP -	March Air Reserve Base/March Inland Port
MJPA-JLUS -	March Joint Powers Authority - Joint Land Use Study
MPH -	Miles per hour
MSHCP -	Multiple-Species Habitat Conservation Plan
MVUSD -	Moreno Valley Unified School District
NCCP -	Natural Communities Conservation Plan
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works, Riverside
RCALUC -	Riverside County Airport Land Use Commission
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RMC -	Riverside Municipal Code
RPD -	Riverside Police Department
RPU -	Riverside Public Utilities
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
RUSD -	Riverside Unified School District
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCH -	State Clearinghouse
SKR-HCP -	Stephens' Kangaroo Rat - Habitat Conservation Plan
s.f. -	Square Foot
TRB -	transportation Research Board
SWPPP -	Storm Water Pollution Prevention Plan
USACE -	United States Army Corps of Engineers
USGS -	United States Geologic Survey
WMWD -	Western Municipal Water District
WQMP -	Water Quality Management Plan

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** (To be completed by the Lead Agency)

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

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

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

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

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

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

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

For City of Riverside



City of Arts & Innovation

# COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

## Draft Environmental Initial Study

### EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- 8) The explanation of each issue should identify:
- a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>1a. Response:</b> <i>(Source: General Plan 2025 Open Space and Conservation Element and Land Use and Urban Design Element)</i></p> <p>The City’s General Plan 2025 policies aim at balancing development interests with broader community preservation objectives. The project site and vicinity are not designated by the City’s General Plan for the preservation or uniqueness of scenic views. While there are no scenic vistas within the immediate project vicinity, the site may be visible from the nearby La Sierra/Norco Hills and Arlington Mountain. There will not be a substantial adverse effect to scenic vista’s as the proposed 30 foot tall, single story commercial building is consistent in size and scale to the existing commercial development within the Park Sierra Commercial Center including: multiple restaurants (McDonalds and Red Lobster), an LA Fitness gym, and a Walgreens. Furthermore, through compliance with the Magnolia Avenue Specific Plan and Zoning Code building height, setback and landscaping requirements will not have a direct, indirect and cumulative impacts to scenic vistas. <b>No impact would occur.</b></p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>1b. Response:</b> <i>(Source: Caltrans 2016; General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards)</i></p> <p>The project site is not located within a state scenic highway (Caltrans 2016). The project site is bordered by Magnolia Boulevard along its northern boundary. Magnolia Avenue, which turns into Market Street in the northeast portion of the City, is a seventeen-mile-long historic parkway that was once Riverside’s grandest street. Within the project area Magnolia Avenue is classified as a Scenic and Special Boulevard under the City’s General Plan 2025 (City of Riverside 2007a). The proposed Project would modify the existing frontage of the project site along Magnolia Avenue, including the removal of existing palm trees, curb and sidewalk improvements, relocation of a power pole and transformer, and new landscaping (see Figure 3. Site Plan). These modifications would improve the existing aesthetic setting of the project site’s frontage to Magnolia Avenue and would be compliant with the following objectives from the City’s General Plan:</p> <ul style="list-style-type: none"> <li>• Objective LU-12: Restore the Magnolia/Market Corridor to its historical role as a scenic "showcase roadway" that spans the City of Riverside while updating its function as a key transit corridor to support future growth.</li> <li>• Objective CCM-3: Design the Magnolia Avenue/Market Street Corridor as a transit- and pedestrian-oriented Mixed Use boulevard.</li> </ul> <p><b>As such, a beneficial aesthetic impact would occur.</b></p>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1c. Response:</b></p> <p>The Project proposes to develop a 1.37 acre vacant site with a 9,520 square-foot multi-tenant commercial building and a 1,764 square foot outdoor patio for restaurant uses. The project site is located at the northeast corner of a shopping center that contains multiple restaurants (McDonalds and Red Lobster), an LA Fitness gym, and a Walgreens. Kaiser Permanente Riverside Medical Center is located east of the project site across Park Sierra Drive. Other commercial uses are located to the north across Magnolia Avenue. The proposed Project would be compatible with the surrounding area and not degrade the existing visual character of the area. <b>Impacts would be less than significant.</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1d. Response:</b> (Source: General Plan 2025 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 would include light fixtures for parking lots, pedestrian pathways, building entries, and landscaping. These light fixtures would provide increased visibility and highlight elements of buildings and trees. Light fixtures at the edge of the project site would be shielded and directed downward to avoid spillover effects on surrounding properties. The proposed Project would be designed to comply with the City’s Municipal Code lighting standards (Chapter 19.556). The project site is not located within the Mount Palomar Lighting Area. The proposed Project’s lighting would be similar and compatible with the existing lighting from surrounding commercial development. <b>Impacts would be less than significant.</b></p>				
<b>2. AGRICULTURE AND FOREST RESOURCES:</b>				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2a. Response:</b> (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability)</p>				
<p>The project site is located within a developed area of the City. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 reveals that the project site is designated as Urban and Built-Up Land, and is not adjacent to or in proximity to any land classified as, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (City of Riverside 2007a). Therefore, <b>no impact would occur.</b></p>				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2b. Response:</b> (Source: General Plan 2025 FPEIR – Figure 5.2-2 - Williamson Act Preserves)</p>				
<p>The project site is made up of two parcels, APN 138-470-013 and 138-470-014. Land use and zoning designation are summarized in Table 2-1. As detailed in the Table 2-1, the project site is not zoned for agriculture. A review of Figure 5.2-2 – Williamson Act Preserves of the General Plan 2025 FPEIR reveals that the project site is not located on a property under a Williamson Act Preserve or under a Williamson Act Contract. <b>No impact would occur.</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>									
<p><b>Table 2-1 Land Use and Zoning Designation</b></p> <table border="1" data-bbox="321 352 1299 541"> <thead> <tr> <th>APN</th> <th>Land Use Designation</th> <th>Zoning Designation</th> </tr> </thead> <tbody> <tr> <td>138-470-013</td> <td>Mixed Use Urban (MU-U)</td> <td>R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones</td> </tr> <tr> <td>138-470-014</td> <td>Mixed Use Urban (MU-U)</td> <td>CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones</td> </tr> </tbody> </table>					APN	Land Use Designation	Zoning Designation	138-470-013	Mixed Use Urban (MU-U)	R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones	138-470-014	Mixed Use Urban (MU-U)	CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones
APN	Land Use Designation	Zoning Designation											
138-470-013	Mixed Use Urban (MU-U)	R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones											
138-470-014	Mixed Use Urban (MU-U)	CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones											
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>									
<p><b>2c. Response: (Source: Zoning Map of the City of Riverside 9-30-07)</b></p> <p>The project site is made up of two parcels zoned R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones and does not contain forest land. Further, the City of Riverside has no forest land that can support 10 percent native tree cover nor does it have any timberland. Therefore, <b>no impact would occur.</b></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"/>									
<p><b>2d. Response:</b></p> <p>The City of Riverside has no forest land or timberland, therefore <b>no impact would occur.</b></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><b>2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability; Figure OS-3 – Williamson Act Preserves; Zoning Map of the City of Riverside 9-30-07)</b></p> <p>The project site is located within a developed area of the City where there are no farmlands or agricultural uses adjacent or near the project site. <b>No impact would occur.</b></p>													
<p><b>3. AIR QUALITY.</b></p>													
<p>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>													
<p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>									
<p><b>3a. Response: (Source: SRA 2017; General Plan 2025 FPEIR)</b></p> <p>The South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the South Coast Air Basin (SCAB), where the project site is located. The most recently adopted air</p>													

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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quality plan in the SCAB is the 2016 Air Quality Management Plan (AQMP), which was adopted by the Board on March 3, 2017. Projects that are consistent with the projections of employment and population forecasts identified by the SCAG are considered consistent with the AQMP growth projections, because these forecast numbers were used by SCAG’s modeling section to forecast travel demand and air quality for planning activities such as the Regional Transportation Plan (RTP), the SCAQMD’s AQMP, Regional Transportation Improvement Program (TRIP), and the Regional Housing Plan.

The proposed 9,520 square-foot multi-tenant commercial building is consistent with the development assumed for the site under the General Plan 2025. Therefore, the proposed Project is also consistent with the employment and population forecasts used by SCAG and SCAQMD in developing the AQMP. Furthermore, emissions associated with the construction and operation of the proposed Project would be below the SCAQMD thresholds for significance, as shown in the response to question 4b and Tables 3-1 and 3-2 (SRA 2017). Therefore, the proposed Project would comply with the strategies in the AQMP for attaining and maintaining the air quality standards. The proposed Project would therefore not conflict or obstruct the implementation of the AQMP. **No impact would occur.**

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**3b. Response: (Source: SRA 2017)**

An Air Quality and Greenhouse Gas Assessment was completed for proposed Project by Scientific Resources Associated (SRA 2017). The proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The proposed Project would also generate operational emissions associated with traffic generated by the proposed Project, energy use, and landscaping (SRA 2017).

**Construction Impacts.** Emissions from the construction phase of the proposed Project were estimated through the use of the CalEEMod Model and are shown on Table 3-1 (SRA 2017). The results of the air quality model show that the proposed Project would generate construction emissions below the SCAQMD thresholds for significance. Therefore, construction emissions would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. **Impacts would be less than significant.**

**Table 3-1. Estimated Construction Emissions**

Emission Source	Daily Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Site Preparation</i>						
Fugitive Dust	-	-	-	-	2.25	1.15
Off-road Diesel	1.93	22.21	8.40	0.02	1.05	0.96
Worker Travel	0.05	0.04	0.45	0.001	0.09	0.02
<b>Total</b>	<b>1.98</b>	<b>22.25</b>	<b>8.85</b>	<b>0.021</b>	<b>3.40</b>	<b>2.13</b>
Significance Criteria	75	100	550	1.50	150	55
<b>Total Onsite</b>	<b>1.93</b>	<b>22.21</b>	<b>8.40</b>	<b>0.02</b>	<b>3.30</b>	<b>2.11</b>
Localized Significance Criteria	N/A	118	602	N/A	4	3
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<i>Grading</i>						
Fugitive Dust	-	-	-	-	1.77	0.97
Off-road Diesel	1.60	18.29	7.03	0.01	0.87	0.80
Worker Travel	0.05	0.04	0.45	0.001	0.09	0.02
<b>Total</b>	<b>1.65</b>	<b>18.33</b>	<b>7.48</b>	<b>0.011</b>	<b>2.73</b>	<b>1.79</b>
Significance Criteria	75	100	550	150	150	55
<b>Total Onsite</b>	<b>1.65</b>	<b>18.29</b>	<b>7.03</b>	<b>0.01</b>	<b>2.64</b>	<b>1.77</b>
Localized Significance Criteria	N/A	118	602	N/A	4	3
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<i>Building Construction</i>						
Fugitive Dust	2.97	19.24	14.36	0.02	1.23	1.19

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>			<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Vendor Trips	0.05	1.29	0.34	0.003	0.08	0.03
Worker Travel	0.15	0.11	1.42	0.003	0.28	0.07
<b>Total</b>	<b>3.17</b>	<b>20.64</b>	<b>16.12</b>	<b>0.026</b>	<b>1.59</b>	<b>1.29</b>
Significance Criteria	75	100	550	150	150	55
<b>Total Onsite</b>	<b>2.97</b>	<b>19.24</b>	<b>14.36</b>	<b>0.02</b>	<b>1.23</b>	<b>1.19</b>
Localized Significance Criteria	N/A	118	602	N/A	4	3
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Paving</b>						
Fugitive Dust	0.05	-	-	-	-	-
Off-road Diesel	1.20	12.27	9.15	0.01	0.74	0.68
Worker Travel	0.08	0.06	0.74	0.002	0.15	0.04
<b>Total</b>	<b>1.33</b>	<b>12.33</b>	<b>9.89</b>	<b>0.012</b>	<b>0.89</b>	<b>0.72</b>
Significance Criteria	75	100	550	150	150	55
<b>Total Onsite</b>	<b>1.25</b>	<b>12.27</b>	<b>9.15</b>	<b>0.01</b>	<b>0.74</b>	<b>0.68</b>
Localized Significance Criteria	N/A	118	602	N/A	4	3
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Architectural Coatings Application</b>						
Fugitive Dust	1.78	-	-	-	-	-
Off-road Diesel	0.33	2.19	1.87	0.003	0.17	0.17
Worker Travel	0.03	0.02	0.28	0.001	0.06	0.02
<b>Total</b>	<b>2.14</b>	<b>2.21</b>	<b>2.15</b>	<b>0.004</b>	<b>0.23</b>	<b>0.19</b>
Significance Criteria	75	100	550	150	150	55
<b>Total Onsite</b>	<b>2.11</b>	<b>2.19</b>	<b>1.87</b>	<b>0.003</b>	<b>0.17</b>	<b>0.17</b>
Localized Significance Criteria	N/A	118	602	N/A	4	3
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Maximum Simultaneous Construction Emissions</b>	<b>6.63</b>	<b>35.17</b>	<b>28.17</b>	<b>0.05</b>	<b>3.40</b>	<b>2.20</b>
Significance Criteria	75	100	550	150	150	55
<b>Maximum Simultaneous Onsite Construction Emissions</b>	<b>6.33</b>	<b>33.70</b>	<b>25.38</b>	<b>0.04</b>	<b>3.30</b>	<b>2.11</b>
Significance Criteria	N/A	118	602	N/A	4	3
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Notes: PM<sub>2.5</sub> = Particulate matter with a diameter of 2.5 microns or less, PM<sub>10</sub> = Particulate matter with a diameter of 10 microns or less, O<sub>3</sub> = Ozone, NO<sub>2</sub> = Nitrogen dioxide  
Source: SRA 2017

**Operational Impacts.** Operational emissions were estimated through the use of the CalEEMod Model. Model results are shown on Table 3-2 (SRA 2017). The results of the air quality model show that the proposed Project would generate operational emissions below the SCAQMD thresholds for significance. Therefore, operation emissions would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. **Impacts would be less than significant.**

**Table 3-2. Estimated Operational Emissions**

Emission Source	Daily Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Summer</i>						
Area Sources	0.27	0.00	0.001	0.00	0.00	0.00
Energy Use	0.09	0.81	0.68	0.005	0.06	0.06
Vehicular Emissions	2.75	10.90	23.67	0.06	4.66	1.30
<b>Total</b>	<b>3.11</b>	<b>11.71</b>	<b>24.35</b>	<b>0.07</b>	<b>4.72</b>	<b>1.36</b>
Significance Criteria	55	55	550	150	150	55
<b>Total Onsite Emissions</b>	<b>0.36</b>	<b>0.81</b>	<b>0.68</b>	<b>0.01</b>	<b>0.06</b>	<b>0.06</b>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>			<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Localized Significance Criteria	N/A	118	602	N/A	1	1
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Winter</b>						
Area Sources	0.27	0.00	0.001	0.00	0.00	0.00
Energy Use	0.09	0.81	0.68	0.005	0.06	0.06
Vehicular Emissions	2.65	10.99	23.56	0.06	4.66	1.30
<b>Total</b>	<b>3.00</b>	<b>11.80</b>	<b>24.25</b>	<b>0.07</b>	<b>4.72</b>	<b>1.36</b>
Significance Criteria	55	55	550	150	150	55
<b>Total Onsite Emissions</b>	<b>0.36</b>	<b>0.81</b>	<b>0.68</b>	<b>0.01</b>	<b>0.06</b>	<b>0.06</b>
Localized Significance Criteria	N/A	118	602	N/A	1	1
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: SRA 2017

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**3c. Response: (Source: SRA 2017)**

The project site is located within the SCAB, which is classified as an extreme nonattainment area for the 8-hour NAAQS for O<sub>3</sub>, and a nonattainment area for the NAAQS for PM<sub>2.5</sub>. The SCAB is also designated as a maintenance area for the NAAQS for CO and PM<sub>10</sub>. The project site is not located within a non-attainment area for the NAAQS for NO<sub>2</sub> or lead. The SCAB is also considered a nonattainment area for the CAAQS for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>. The area is considered unclassified or attainment for all other NAAQS and CAAQS for the other criteria pollutants (SRA 2017).

As described in the response to question 3b of this section, neither short-term construction emissions nor long-term operational emissions would exceed significance thresholds for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> (SRA 2017). Because the proposed Project is not considered to result in a significant impact, the proposed Project is not considered to result in a cumulatively considerable net increase of O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. **Impacts would be less than significant.**

d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**3d. Response: (Source: SRA 2017)**

The nearest sensitive receptor to the project site is Kaiser Permanente Riverside Medical Center located approximately 75 feet from the project site across Park Sierra Drive. As shown in Tables 3-1 and 3-2, emissions associated with the construction and operation of the proposed Project would be below the SCAQMD Localized Significance Criteria. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. **Impacts would be less than significant.**

e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**3e. Response: (Source: SRA 2017)**

The construction activities associated with the proposed Project would generate airborne odors like diesel exhaust emissions, architectural coating applications, and on- and off-site improvement installations. However, emissions would occur only during daylight hours, be short-term in duration, and would be isolated to the immediate vicinity of the construction site. Therefore, they would not expose a substantial number of people to objectionable odors on a permanent basis. Therefore, the proposed Project would not cause objectionable odors affecting a substantial number of people and a less than significant impact would occur. The proposed Project includes restaurant uses, and is not proposing any land uses that would generate

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
objectionable odors. <b>Impacts from odors would be less than significant.</b>				
<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>4a. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.4-1 Habitat Areas and Vegetation Communities, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, and Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, USDA NRCS 2017a and 2017b, GPI 2016)</p> <p>The project site is located at the southwest corner of Magnolia Avenue and Park Sierra Drive in a predominantly developed area surrounded by commercial uses to the west, north, and east. The project site is highly disturbed and contains mostly non-native vegetation. The project site was previously developed with a motel which has since been demolished. The project site is not located within a MSHCP criteria cell or within a Narrow Endemic Plant Species Survey Area (NEPSSA) (City of Riverside 2007, Figure 5.4-4. MSHCP Criteria Cells and Subunit Areas). The project site would also not be subject to Section 6.1.2 of the MSHCP (<i>Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools</i>) because the project site does not support riparian or vernal pool habitat (Figure 5.4-1 Habitat Areas and Vegetation Communities). As detailed below the project site is predominantly disturbed land with non-native plant species and does not support riparian plant species. Mapped soils on the project site include Buchenau loam (0 to 2 percent slopes) and Hanford fine sandy loam (0 to 2 percent slopes); neither of these two soil units are classified as hydric soils (USDA NRCS 2017a and 2017b). Furthermore, geotechnical studies carried out as part of the proposed Project indicate that the project area contains approximately 2 to 5 feet of fill dirt from previous development (GPI 2016). As such, the project site’s vegetation and soils do not support riparian or vernal pool habitat.</p> <p>A California Natural Diversity Database (CNDDDB) search was completed on November 17, 2016 for the following U.S. Geological Survey (USGS) quadrangles: Fontana; San Bernardino South; Riverside East; Steele Peak; Lake Matthews; Corona South; Corona North; and Guasti. The project site is located within the Riverside West USGS quadrangle. No special-status plant or wildlife species occurrences have been recorded on the project site.</p> <p>A field reconnaissance site visit was conducted by ECORP on November 18, 2016. The project site is predominantly disturbed land with non-native plant species. Plant species observed include Russian thistle (<i>Salsola tragus</i>), red-stemmed filaree (<i>Erodium cicutarium</i>), cheeseweed (<i>Malva parviflora</i>), Bermuda grass (<i>Cynodon dactylon</i>), common sunflower (<i>Helianthus annuus</i>), Washington fan palm (<i>Washingtonia robusta</i>), and pomegranate tree (<i>Punica granatum</i>). No special-status plant species were observed and none are expected to occur. Wildlife species observed include western kingbird (<i>Tyrannus verticalis</i>), yellow-rumped warbler (<i>Setophaga coronate</i>), house finch (<i>Haemorhous mexicanus</i>), and black phoebe (<i>Sayornis nigricans</i>). The project site supports some rodent burrows, but none large enough to be used by California ground squirrel (<i>Otospermophilus beecheyi</i>) that could be used by burrowing owl (<i>Athene cunicularia</i>). According to Figure 5.4-8 of the General Plan FPEIR, the project site is not located within an MSHCP Burrowing Owl Survey Area. No burrowing owls are expected to occur on the site because of the lack of suitable habitat.</p> <p>The field reconnaissance site visit determined that suitable habitat for nesting birds exists on the project site and in surrounding areas. Nesting habitat can be found in the trees on the project site and in adjacent areas. Nesting birds are protected under both the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, 3513, and 3800) and cannot be subjected to take (as defined in California Fish and Game Code) during the bird breeding season, which typically runs from February 15 through August 31. If construction of the proposed Project occurs during the bird breeding season, ground-disturbing construction activities could directly affect native and nongame birds and their nests through the removal of habitat and indirectly through increased noise. <b>Impacts would be less than significant with the</b></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
implementation of Mitigation Measure B-1.				
<u>Mitigation Measures</u>				
<p><b>B-1:</b> In order to avoid take of any species protected under the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Game Code Section 3513, a pre-construction nesting bird survey shall be conducted not more than 30 days prior to any grading, tree or brush clearing or trimming, grubbing, or other project related ground disturbances that is to occur between February 1 through August 31.</p> <p>If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the appropriate wildlife agency. Measures shall include establishment of an avoidance buffer until nesting has been completed. Width of the buffer will be determined by the project biologist. Typically this is a minimum of 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.</p>				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4b. Response:</b> (ECORP's field reconnaissance site visit on 11/18/2016, General Plan 2025 FPEIR Figure 5.4-1 Habitat Areas and Vegetation Communities)</p>				
<p>The project site is located at the southwest corner of Magnolia Avenue and Park Sierra Drive in a predominantly developed area surrounded by commercial uses to the west, north, and east. The project site is highly disturbed and contains mostly non-native vegetation. The project site was previously developed with a motel which has since been demolished. No riparian habitat or sensitive natural communities are present on the project site. As discussed in section 4a, the project site would not be subject to Section 6.1.2 of the MSHCP (<i>Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools</i>) because the project site does not support riparian or vernal pool habitat (Figure 5.4-1 Habitat Areas and Vegetation Communities). <b>No impact would occur.</b></p>				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4c. Response:</b> (ECORP's field reconnaissance site visit on 11/18/2016, General Plan 2025 FPEIR Figure 5.4-1 Habitat Areas and Vegetation Communities)</p>				
<p>Please see the response to question 4b. The project site does not contain jurisdictional waters, including federally protected wetlands. As discussed in section 4a, the project site would not be subject to Section 6.1.2 of the MSHCP (<i>Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools</i>) because the project site does not support riparian or vernal pool habitat (Figure 5.4-1 Habitat Areas and Vegetation Communities). <b>Therefore, no impacts would occur.</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4d. Response: (ECORP's field reconnaissance site visit on 11/18/2016)</b>				
<p>The project site is located at the southwest corner of Magnolia Avenue and Park Sierra Drive in a predominantly developed area surrounded by commercial uses to the west, north, and east. The project site does not function as a wildlife corridor and does not support any wildlife nursery sites. <b>No impact would occur.</b></p>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4e. Response:</b>  Any project within the City of Riverside's boundaries that proposes planting a street tree within a City right-of-way must follow the Urban Forestry Policy Manual. The Manual documents guidelines for the planting, pruning, preservation, and removal of all trees in City rights-of-way. The specifications in the Manual are based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute. The proposed Project would result in the removal of several palm trees located on the project site. Only one of those trees is located within the right-of-way of Magnolia Avenue. The proposed Project would be implemented in compliance with the Urban Forest Tree Policy Manual. <b>No impact would occur.</b>				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4f. Response: (Source: General Plan 2025 FPEIR Figure 5.4-1 Habitat Areas and Vegetation Communities, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, and Figure 5.4-8 – MSHCP Burrowing Owl Survey Area)</b>  The project site is located within the Western Riverside County MSHCP. However, the project site is not located within a Criteria Cell, a NEPSSA, or an MSHCP Burrowing Owl Survey Area (City of Riverside 2007a). As discussed in Section 4a As discussed in Section 4a., the project site would not be subject to Section 6.1.2 of the MSHCP ( <i>Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools</i> ) because the project site does not support riparian or vernal pool habitat (Figure 5.4-1 Habitat Areas and Vegetation Communities). The proposed Project is an allowable use that has been contemplated within the City's General Plan and the MSHCP. The proposed Project is consistent with the policies and procedures of the MSHCP. <b>Impacts are less than significant.</b>				
<b>5. CULTURAL RESOURCES.</b>				
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5a. Response: (Source: EIC records, NAHC 2016, Site Visit)</b>				
To identify known or potential Historical Resources (i.e., resources listed or eligible for listing on the California Register of Historical Resources [CRHR]), a cultural resources records search was conducted at the Eastern Information Center (EIC)				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>at the University of California, Riverside in November 2016. In addition, a search of the Sacred Lands File (SLF) was requested from the Native American Heritage Commission (NAHC), and a site visit was conducted.</p> <p>The results of the records search indicate that there are no previously-recorded resources within or adjacent to the project area. The nearest known sites are one prehistoric archaeological site located 0.35 mile away and one historic-age road segment located 0.4 mile away. The search of the SLF by the NAHC had negative results.</p> <p>The results of the site visit indicate that the project area is currently vacant, but disturbed from past use of the parcel for a motel and parking lot. There are no remnants of the motel remaining, but a parking lot remains in the southeastern corner of the project area. Two wooden utility poles are located within the project area that served as a minor distribution line to bring electricity to the motel from a power line along Magnolia Avenue. Nails with date stamps from 1947 indicate that these two poles are historic in age (i.e., over 50 years old). The poles represent ubiquitous utility lines that served to bring power to the motel, which is no longer extant. The poles are not associated with any significant events or persons in history, have no distinctive architectural or engineering style, and contain no potential to aid in our understanding of regional or local history. As a result, the poles do not qualify for eligibility to the CRHR and are not Historical Resources under CEQA.</p> <p>Because there are no known Historical Resources within the project area, there would be <b>no impact</b> to Historical Resources from the proposed Project. No mitigation measures are required.</p>				
<p>b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>5b. Response:</b> <i>(Source: EIC records, NAHC 2016, Site Visit)</i></p> <p>The results of the records search, SLF search, and site visit indicate that there are no archaeological resources within or near the project area. Given the past disturbances to the project area from the construction, operation, and subsequent demolition of the motel that once occupied the project site, the archaeological sensitivity of the project area is low. <b>No impacts</b> to archaeological resources are anticipated and no mitigation measures are required.</p>				
<p>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5c. Response:</b> <i>(Source: LACNHM 2016, ECORP 2017, GPI 2016)</i></p> <p>A paleontological records search was completed by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County (LACNHM). The LACNHM did not identify any vertebrate fossil localities within the project site; however, sediments similar to those found in the project area have produced vertebrate fossils several miles away, including deer and whipsnake. One of these finds was located at a known depth of 9 to 11 feet below surface. Surface deposits within the project area consist of younger Quaternary Alluvium which have a low potential to contain significant vertebrate fossil remains. At relatively shallow depths, however, these surface sediments may be underlain by older Quaternary deposits that have a potential to contain significant vertebrate fossils (LACNHM 2016). The depth of the older Quaternary sediments within the project area is unknown.</p> <p>Geotechnical studies carried out as part of the proposed project indicate that the project area contains approximately 2 to 5 feet of fill dirt from previous development (GPI 2016). The fill dirt is directly overlying natural soils, which consist of interbedded layers of silty sands. Fill dirt does not have the potential to contain intact paleontological resources. Current construction plans indicate that the depth of excavation would vary depending on the project component. Excavation for building foundation footings would reach a depth of two feet below grade with a two-foot over excavation; excavation for WQMP facilities is expected to reach a depth of 8 to 9 feet below grade; and excavation for utility connections is expected to reach a grade of 3 to 6 feet below grade. Because current excavation plans would exceed the five-foot depth of the known fill, there is a potential for unknown buried paleontological resources to be affected. <b>With the implementation of Mitigation Measure CR-1 impacts would be less than significant.</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><b>Mitigation Measure</b></p> <p><b>CR-1:</b> If construction activities result in ground disturbing activities that extend beyond five feet in depth then the Applicant shall retain a qualified paleontologist to determine if the older Quaternary deposits are being disturbed. If the older Quaternary deposits are being disturbed then the paleontologist shall establish a monitoring program to recover any significant fossils that may be encountered.</p>				
<p>d. Disturb any human remains, including those interred outside of formal cemeteries?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5d. Response: (Source: USGS Riverside West topographic quadrangle, EIC records, NAHC 2016, site visit)</b></p> <p>No formal cemeteries are located in or near the project area. Most Native American human remains are found in association with prehistoric archaeological sites. No prehistoric archaeological sites have been recorded within or near the project site. Given the extent of disturbances from the construction, operation, and subsequent demolition of the motel that once occupied the project site, it is unlikely that ground-disturbing activities associated with the construction of the proposed restaurant would exceed depths of previous disturbance. Therefore, the proposed Project has little potential to disturb human remains.</p> <p><b>Impacts to unknown resources would be less than significant with the implementation of Mitigation Measure CR-2 and 3.</b></p> <p><b><u>Mitigation Measure</u></b></p> <p><b>CR-2:</b> Archaeological Monitoring: At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to periodically monitor all ground-disturbing grading activities up to depth of 8 feet in an effort to identify any unknown archaeological resources. Spot check monitoring can be limited to a total of 20 hours per week.</p> <p><b>CR-3:</b> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> <li>a. All work shall halt and the Tribes shall be contacted immediately after the discovery.</li> <li>b. An agreement shall be established with the Tribes for tribal monitoring of all ground disturbing activities on the project site.</li> <li>c. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</li> <li>d. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ol style="list-style-type: none"> <li>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</li> <li>ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; and</li> <li>iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default.</li> </ol> </li> </ol>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>6. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6i. Response:</b> (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones &amp; General Plan 2025 FPEIR; GPI 2016)</p> <p>A geotechnical investigation was prepared by GPI Geotechnical Professionals, Inc. (GPI) to evaluate the existing geotechnical and seismic conditions at the site, as they relate to the design and construction of the proposed structures (GPI 2016). The site is located in a seismically active area typical of Southern California and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults (GPI 2016). There are no known active faults crossing or projecting through the site. The site is not located in an Alquist-Priolo Earthquake Fault Zone. The Elsinore Fault is the most substantial fault in proximity to the project site, located approximately 7.5 miles to the southwest (GPI 2016; City of Riverside 2007 a). Therefore, ground rupture due to faulting is considered unlikely at this site. In addition, the seismic design of the proposed building would comply with 2013 California Building Code (CBC) criteria, mitigating the effects of potential strong ground motion. For the reasons described above, substantial adverse effects including risk of loss, injury, or death involving rupture of a known earthquake fault would be considered <b>less than significant</b>.</p>				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6ii. Response:</b> (Source: General Plan 2025 FPEIR; GPI 2016)</p> <p>Just like most of southern California, in the event of an earthquake strong ground shaking is expected to occur on the project site. The proposed Project would not expose people or structures to strong seismic ground shaking greater than what currently exists. As previously described in 6i, design and construction would comply with current building codes and standards which would reduce the risk of loss, injury, or death resulting from strong ground-shaking. <b>Impacts would be less than significant.</b></p>				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6iii. Response:</b> (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential; GPI 2016)</p> <p>The site is located within a liquefaction hazard zone identified by the City and County of Riverside (GPI 2016). Soil liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated soils (GPI 2016).</p> <p>GPI identified a layer of silty sand between depths of approximately 24 to 29 feet below existing grade that exhibits a potential for liquefaction. The silt layers at depth are considered to be only moderately susceptible to liquefaction based on their plasticity. In addition, the moisture content of these materials is not considered to be high enough relative to the soil liquid limit to liquefy. Total liquefaction-induced settlement is estimated to be on the order of ½- to ¾ -inch. Differential liquefaction settlement across a span of 40 feet is estimated to be on the order of ¼- to ½ -inch (GPI 2016).</p> <p>The proposed Project would comply with the California Building Code regulations to ensure that impacts related to seismic-related ground failure, including liquefaction would have a <b>less-than-significant impact</b> directly, indirectly, and cumulatively.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6iv. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope; Title 18 – Subdivision Code, Title 17 – Grading Code; GPI 2016)</p> <p>The site is relatively flat and contains 0 to 10 percent slopes (see Figure 5.6-1 of the General Plan 2025 Final PEIR). The proposed Project would construct a 9,520 square-foot multi-tenant commercial building on the site, formerly developed with a motel. The proposed Project would also comply with the City’s Title 17 – Grading Code and the California Building Code regulations (City of Riverside 2007b). Due to the relatively flat terrain and compliance with existing grading and building code regulations, landslide <b>impacts would not occur.</b></p>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6b. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types; Title 18 – Subdivision Code; Title 17 – Grading Code; and SWPPP)</p> <p>Implementation of the proposed Project would require ground-disturbing activities, such as grading, that could potentially result in soil erosion or loss of topsoil. The proposed Project’s grading plan would be designed by a registered civil engineer to ensure that the proposed earthwork and storm water structures are designed to avoid soil erosion. Construction of the proposed Project would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) included in the SWPPP would minimize soil erosion during construction. The proposed Project would also be required to comply with the City’s Municipal Code Titles 17 (Grading) and 18 (Subdivisions), which includes erosion control standards and measures to minimize soil erosion (City of Riverside 2007b; 2016). Therefore, <b>impacts would be less than significant.</b></p>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6c. Response:</b> (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types)</p> <p>The general topography of the project site ranges from 0 to 10 percent slopes. The proposed Project’s engineering and construction would be in compliance with the California Building Code and the City’s Municipal Code Titles 17 (Grading) such that lateral spreading, subsidence, liquefaction or collapse would not be a concern (City of Riverside 2007b; 2016). <b>Impacts would be less than significant.</b></p>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6d. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential; California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code; GPI 2016)</p> <p>Expansive soils are soils with a significant amount of clay particles that have the ability to give up water (shrink) or take on water (swell). Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. When these soils swell, the change in volume exerts significant pressures on loads that are placed on them. This shrink/swell movement can adversely affect building foundations, often causing them to crack or shift, with resulting damage to the buildings they support.</p> <p>Soils within the project site include Arlington fine sandy loam (AoC, 2 to 8 percent slopes). Arlington soil types have a low</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
to moderate shrink-swell potential [(City of Riverside 2007) General Plan 2025 FPEIR Table 5.6-B Soil Types]. Compliance with applicable provisions of the City’s Subdivision Code Title 18 and the California Building Code would reduce <b>impacts to a less than significant level.</b>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6e. Response:</b></p> <p>The proposed Project would be served by sewer infrastructure. Therefore, <b>no impact would occur.</b></p>				
<p><b>7. GREENHOUSE GAS EMISSIONS.</b> Would the project:</p>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7a. Response: (Source: SRA 2017)</b></p> <p>The SCAQMD’s interim greenhouse gas (GHG) emissions threshold of 3,000 metric tons of carbon dioxide equivalents (CO<sub>2</sub>e) as a Tier 3 threshold for all residential and commercial land uses was used to evaluate the proposed Project’s significance of GHG emissions (SRA 2017). Based on the results of the CalEEMod Model, the project would generate a total of 335 metric tons of CO<sub>2</sub>e emissions during construction. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the project lifetime. Amortized over 30 years, the construction of the proposed Project would generate 11 metric tons of CO<sub>2</sub>e on an annualized basis. The total operational GHG emissions for the proposed Project would be 1,238 metric tons of CO<sub>2</sub>e per year. Adding the amortized construction emissions, the proposed Project’s GHG emissions are 1,249 metric tons of CO<sub>2</sub>e annually. This level is below the SCAQMD’s Tier 3 threshold of 3,000 metric tons of CO<sub>2</sub>e emissions for commercial land uses (SRA 2017). <b>Impacts would be less than significant.</b></p>				
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7b. Response: (Source: SRA 2017)</b></p> <p>The SCAQMD supports State, Federal, and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules, and the proposed Project would comply with the SCAQMD’s interim GHG threshold. The proposed Project would comply with the City’s General Plan policies and State Building Code provisions designed to reduce GHG emissions. In addition, the proposed Project would comply with all SCAQMD applicable rules and regulations during construction of the operational phase and would not interfere with the State’s goals of reducing GHG emission to 1990 levels by the year 2020 as stated in Assembly Bill (AB) 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Therefore the proposed Project would have a <b>less than significant impact</b> on GHG emissions.</p>				
<p><b>8. HAZARDS &amp; HAZARDOUS MATERIALS.</b> Would the project:</p>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><b>8a. Response:</b></p> <p>Some hazardous materials, such as diesel fuel, would be used at the site during construction. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. Best Management Practices (BMPs) stipulating proper storage of hazardous materials and vehicle refueling would be implemented during construction as part of the Stormwater Pollution Prevention Plan (SWPPP). All transport, handling, use, and disposal of substances such as petroleum products, paints, and solvents related to the operation and maintenance of the proposed Project would comply with all Federal, State, and local laws regulating the management and use of hazardous materials. <b>Impacts would be less than significant.</b></p>				
<p>b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8b. Response:</b></p> <p>As previously stated in the response to question 8a, hazardous materials used during construction and operation would be transported, handled, used, and disposed in accordance with all Federal, State, and local laws regulating the management and use of hazardous materials. A SWPPP, listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements, would be prepared and implemented. The proposed Project would create a use consistent with surrounding commercial development; therefore, operational impacts would similar to the existing conditions of the project area. <b>Impacts would be less than significant.</b></p>				
<p>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8c. Response:</b></p> <p>There are no schools within one-quarter mile of the project site. However, there are two schools within 0.5 mile of the project site. La Sierra High School is located approximately 0.5 mile to the north of the project site and S. Christa McAuliffe Elementary School is located 0.6 mile northwest of the project site. As discussed in the responses to Questions 8a and 8b, impacts from the use, storage, and disposal of hazardous materials typically associated with the construction and operation of the proposed Project would be less than significant and would not be expected to affect these schools. <b>Impacts would be less than significant.</b></p>				
<p>d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8d. Response:</b> <i>(Source: DTSC 2016a – Cortese List and 2016b – EnviroStor, SWRCB 2016 – GeoTracker)</i></p> <p>A search of the Department of Toxic Substances Control’s (DTSC) Hazardous Waste and Substances Site List (Cortese List) and EnviroStor online database and the State Water Resources Control Board (SWRCB) GeoTracker online database was conducted for the project area (DTSC 2016a and 2016b; SWRCB 2016). The searches revealed no known hazardous materials sites within or in the vicinity of the project site. <b>No impact would occur.</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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><b>8e. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, GP 2025 FPEIR Figure 5.7-2 – Airport Safety and Compatibility Zones)</p> <p>The project site is located approximately 3.5 miles southwest of Riverside Municipal Airport. The project site is not located within a safety zone as depicted in Figure 5.7-2 Airport Safety and Compatibility Zones of the General Plan 2025 Program FPEIR. <b>No impact would occur.</b></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><b>8f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</p> <p>The project site is not located within proximity of a private airstrip. The proposed Project would not expose people residing or working in the City to excessive noise levels related to a private airstrip. <b>No impact would occur.</b></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><b>8g. Response:</b> (Source: GP 2025 FPEIR Chapter 5.7 – Hazards and Hazardous Materials)</p> <p>The project will be served by existing, fully improved streets (Magnolia Avenue and Park Sierra Drive) as well as a network of on-site driveways and fire access lanes. All streets have been designed to meet the Public Works and Fire Departments’ specifications. As part of the project’s construction, a temporary street closing may be necessary. Any street closing will be of short duration so as not to interfere or impede with any emergency response or evacuation plan. Therefore, the project will have a <b>less than significant impact</b> directly, indirectly and cumulatively to an emergency response or evacuation plan.</p>				
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><b>8h. Response:</b> (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas)</p> <p>The project site is located in a developed are of the City where there are no wildlands. Furthermore, the project site is not located within a fire hazard area as depicted in Figure PS-7 of the General Plan. <b>No impact would occur.</b></p>				
<p><b>9. HYDROLOGY AND WATER QUALITY.</b></p>				
<p>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><b>9a. Response:</b> (Source: GP 2025 FPEIR; Project Specific Water Quality Management Plan, Fraco Enterprises Inc. September 2016)</p> <p>The project site is located within the Santa Ana River Watershed (GP 2025 FPEIR Figure 5.8-1). During construction of the proposed Project water quality impacts could occur without proper controls. Soils loosened during grading, spills of fluids</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>or fuels from vehicles and equipment or miscellaneous construction materials and debris, if mobilized and transported offsite in overland flow, could degrade water quality. Because the area of ground disturbance affected by construction of the proposed Project would exceed one acre (approximately 1.37 acres), the proposed Project would be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity (Order 98-08 DWQ). A project specific Water Quality Management Plan (WQMP) has been prepared of the proposed Project by Fraco Enterprises, Inc. (Fraco) to comply with the requirements of the local NPDES Stormwater Program (Fraco 2016). Water on the project site will be treated within a subterranean infiltration bed beneath the parking lot. The WQMP has been preliminarily accepted by the Public Works Department. The proponent of the proposed Project would implement a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standards or waste discharge requirements. <b>Impacts would be less than significant.</b></p>				
<p>b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9b. Response:</b> <i>(Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, GP 2025 FPEIR Section 5.16 Utilities and Service Systems, Fraco 2016)</i></p> <p>The project site is approximately 1.37 acres and is currently undeveloped and contains mostly impervious surfaces, which allow groundwater recharge during storm events. The proposed Project would result in an increase of impervious surfaces due to the proposed building, landscape, sidewalks, and parking lot. The proposed Project would create approximately 48,389 square feet of impervious surface and 11,368 square feet of landscaping. To preserve groundwater recharge the proposed Project would collect drainage flows and direct them to an infiltration trench (Fraco 2016). As such, impacts to groundwater recharge would be <b>less than significant</b>.</p> <p>Potable drinking water would be supplied to the proposed Project by the City of Riverside Public Utilities (RPU). Approximately 97 percent of the water supplied by RPU is supplied from Bunker Hill, Riverside North and South, and the Gage Exchange groundwater basins. The Bunker Hill basin is adjudicated, and its safe-yield and export rights from the basin are well defined. While not adjudicated, the Riverside North, and Riverside South basins are subject to management under a 1969 judgment. None of these basins are overdrafted, nor are they projected to become so (City of Riverside 2007b). The proposed Project would be consistent with General Plan 2025 growth projections; therefore, operational use of groundwater is expected to be <b>less than significant</b>.</p>				
<p>c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9c. Response:</b> <i>(Source: Project Specific Water Quality Management Plan, Fraco Enterprises Inc. September 2016)</i></p> <p>The proposed Project would require grading of the project site which would affect the drainage patterns of the site. However, the site’s drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff. Drainage patterns would remain similar to existing conditions. No streams or rivers would be altered. The proponent of the proposed Project would implement a SWPPP listing BMPs to prevent violating any water quality standards from runoff during grading. <b>A less than significant impact would occur.</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9d. Response:</b> (Source: Project Specific Water Quality Management Plan, Fraco Enterprises Inc. September 2016)</p> <p>The proposed Project would require grading of the project site which would affect the drainage patterns of the site. However, drainage patterns would remain similar to existing conditions. The project site's drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff preventing flooding on- or off-site. <b>Impacts would be less than significant.</b></p>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9e. Response:</b> (Source: Project Specific Water Quality Management Plan, Fraco Enterprises Inc. September 2016)</p> <p>A Preliminary Water Quality Management Plan has been prepared for the site and an underground infiltration trench is proposed to capture and treat the 85<sup>th</sup> Percentile 24-hour storm event. Furthermore, a site specific drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff preventing the discharge of water from the site in excess of existing storm drainage system capacity. <b>Impacts would be less than significant.</b></p>				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9f. Response:</b> (Source: Project Specific – Stormwater Pollution Prevention Plan and Project Specific Water Quality Management Plan, prepared by Fraco Enterprises Inc. September 2016)</p> <p>During construction, the proponent of the proposed Project would implement a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standards. A WQMP has been prepared for the proposed Project to comply with the requirements of the local NPDES Stormwater Program. The WQMP details how the proposed Project would protect water quality during project operation through the use of an infiltration trench (Fraco 2016). <b>A less than significant impact would occur.</b></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><b>9g. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.8-2 Flood Hazard Areas)</p> <p>According to Figure 5.8-2 – Flood Hazard Areas of the General Plan Program FPEIR, the project site is not located within a 100-year flood hazard area. It is located within a 500-year flood zone. However, the proposed Project does not include housing. <b>As such, no impact would occur.</b></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><b>9h. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.8-2 Flood Hazard Areas)</p> <p>According to Figure 5.8-2 – Flood Hazard Areas of the General Plan Program FPEIR, the project site is not located within a 100-year flood hazard area. <b>As such, no impact would occur.</b></p>				
i. Expose people or structures to a significant risk of loss,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
<p><b>9i. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.8-2 Flood Hazard Areas)</p> <p>According to Figure 5.8-2 – Flood Hazard Areas of the General Plan Program FPEIR, the project site is located within the Harrison Dam and Mockingbird Canyon Dam inundation area. However, the proposed Project would develop a multitenant commercial building with restaurant uses in an area that is already developed with commercial uses. Therefore, the proposed Project would not increase the exposure to this risk because the area is already developed. <b>Impacts would be less than significant.</b></p>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9j. Response:</b></p> <p>A seiche is a to-and-fro vibration of a waterbody that is similar to the slopping of water in a basin. Once initiated, oscillation within the waterbody can continue independently. Seiches are often triggered by earthquakes. The most likely area that could be subject to seiche in the City of Riverside is Lake Matthews and Lake Evans in Fairmount Park. The project site is not located in the vicinity of these two lakes; therefore, <b>no impact would occur.</b></p> <p>Tsunamis are tidal waves that occur in coastal areas. The City of Riverside is not located in a coastal area; therefore, <b>no impact would occur.</b></p> <p>The proposed Project would be located on a relatively flat project site that is surrounded by existing commercial development and would not be subject to mudflows. Therefore, <b>no impact would occur.</b></p>				
<p><b>10. LAND USE AND PLANNING:</b></p>				
<p>Would the project:</p>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10a. Response:</b> (Source: General Plan 2025 Land Use and Urban Design Element; Project site plan)</p> <p>The proposed Project would develop a 9,520 square-foot multi-tenant commercial building and 1,764 square foot outdoor patio for the establishment of restaurants in the future on an approximately 1.37 acre vacant parcel. The 1.37 acre site will include 74 parking spaces and landscaping. As part of the proposed Project, the project proponent is requesting the approval of a rezoning of one of the two parcels (Assessor Parcel Number 138-470-013) from R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones to CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones to allow the site to be developed with commercial buildings for future establishment of restaurants. Although the proposed Zoning is inconsistent with the Mixed-Use Urban General Plan land use designation, the proposed commercial use of the property is anticipated in the MU-U - Mixed Use - Urban land use designation, as identified in Table LU-4 "Planned Land Uses" of the General Plan 2025. The proposed CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones will facilitate the anticipated commercial development of the site consistent MU-U - Mixed Use - Urban land use designation. Furthermore, the site will function as part of a larger commercial complex, zoned CR-Commercial Retail, and will be consistent with the surrounding development. Lastly, the proposed Project has been designed to provide adequate access, circulation, and connectivity consistent with the General Plan 2025, and in compliance with the requirements of CR - Commercial Retail Zone and the Magnolia Avenue Specific Plan. The proposed project is located in a commercial area and would not divide an established community. <b>No impact would occur.</b></p>				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
purpose of avoiding or mitigating an environmental effect?				
<p><b>10b. Response:</b> <i>(Source: General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas; Title 19 – Zoning Code; Title 18 – Subdivision Code; Title 7 – Noise Code; Title 17 – Grading Code; Title 20 – Cultural Resources Code; Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</i></p> <p>As previously described in the response to question 10a., the proposed Project would require the rezoning of one of the two parcels (Assessor Parcel Number 138-470-013) from R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones to CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones to allow the site to be developed with commercial buildings for the establishment of restaurant in the future. Although the proposed Zoning is inconsistent with the Mixed-Use Urban General Plan land use designation, the proposed commercial use of the property is anticipated in the MU-U - Mixed Use - Urban land use designation, as identified in Table LU-4 "Planned Land Uses" of the General Plan 2025. The proposed CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones will facilitate the anticipated commercial development of the site consistent MU-U - Mixed Use - Urban land use designation. Furthermore, the proposed project has been designed on compliance with the standards of the CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones. <b>A less-than-significant impact would occur.</b></p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10c. Response:</b> <i>(Source: General Plan 2025 – Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas; Title 19 – Zoning Code; Title 18 – Subdivision Code; Title 7 – Noise Code; Title 17 – Grading Code; Title 20 – Cultural Resources Code; Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</i></p> <p>The proposed Project is an infill project within an urbanized area. The project site is surrounded by existing development to the west, north, and east. The proposed Project would be located within the boundaries of the MSHCP and would comply with the plan’s requirements (City of Riverside 2007a; RCA 2016). <b>No impact would occur.</b></p>				
<b>11. MINERAL RESOURCES.</b>				
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>11a. Response:</b> <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p> <p>According to the City’s General Plan Open Space and Conservation Element, no significant mineral deposits are known to exist within the project site (City of Riverside 2007a). Further, the project does not involve extraction of mineral resources and no mineral resources have been identified on the project site. There is no historical use of the site or surrounding area for mineral extraction purposes. The project site is not, nor is it adjacent to, a locally important mineral resource recovery site delineated in the General Plan 2025, specific plan or other land use plan. Therefore, <b>no impact would occur.</b></p>				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>11b. Response:</b> <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p> <p>There are no specific areas with the City which have locally important mineral resource recovery sites (City of Riverside 2007a). The project does not involve extraction of mineral resources. No mineral resources have been identified on the</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>project site and there is no historical use of the site or surrounding area for mineral extraction purposes. The project site is not, nor is it adjacent to, a locally important mineral resource recovery site delineated in the General Plan 2025, specific plan or other land use plan. Therefore, <b>no impact would occur.</b></p>				
<p><b>12. NOISE.</b></p>				
<p>Would the project result in:</p>				
<p>a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12a. Response:</b> <i>(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-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; Title 7 – Noise Code)</i></p> <p>The proposed Project consists of the construction of a 9,520 square multi-tenant commercial building on the northeast area of a commercial complex. The project site is surrounded by commercial uses to the north, across Magnolia Avenue, west and south, and a hospital to the east across Park Sierra Drive. Residential property is located northwest of the project site with the nearest residential use approximately 430 feet from the proposed commercial building. Construction of the Project and operation of uses on the site will be required to meet the City’s noise standard as set forth in Title 7 of the Municipal Code. Title 7 limits construction related activities from 7:00 a.m. to 7:00 p.m. on weekdays, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction noise is permitted on Sundays or on Federal holidays. Therefore, impacts are less than significant on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively. Therefore, <b>noise impacts would be less than significant.</b></p>				
<p>b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12b. Response:</b> <i>(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment)</i></p> <p>The operation of the Project would not result in excessive groundborne vibration or groundborne noise levels as it consists of developing a vacant site with a 9,520 square foot multi-tenant commercial building within an area already developed with commercial land uses. Construction related activities, although short term, would introduce temporary groundborne vibrations and noise levels in the project vicinity Title 7 limits construction related activities from 7:00 a.m. to 7:00 p.m. on weekdays, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction noise is permitted on Sundays or on Federal holidays. As construction activities are temporary and limited, the project will cause a less than significant exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels. This project is not expected to generate or be exposed to long-term vibration impacts during operation of the proposed use or during construction activities as no blasting or pile driving is foreseeable in conjunction with development of this project. Therefore, impacts are less than significant on the exposure of persons to or the generation of excessive groundborne vibration/noise levels in excess of established City standards either directly, indirectly or cumulatively. Impacts from construction activities would be <b>less than significant.</b></p>				
<p>c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12c. Response:</b> <i>(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing</i></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Conditions Report; Title 7 – Noise Code</i>				
<p>Refer to Responses 12a. and 12b. above. The ambient noise levels on the project site and in the vicinity of the project site will rise during the temporary and intermittent construction periods above the current levels existing without the project. Upon completion of the temporary and intermittent construction related activities, ambient noise levels are expected to be consistent with the noise levels generated by commercial uses. Therefore, construction impacts would be <b>less than significant</b>.</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><b>12d. Response:</b> (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels)</p>				
<p>The primary source of temporary or periodic noise associated with the proposed Project is from construction activity. Construction noise typically involves the loudest common urban noise events associated with grading, construction, large diesel engines, truck deliveries, and hauling. Both the General Plan 2025 and Municipal Code Title 7 (Noise Code) limit construction activities to specific times and days of the week and during those specified times, construction activity is subject to the noise standards provided in the Title 7 (City of Riverside 2007a; 2016). Considering the short-term nature of construction and the provisions of the Noise Code, the temporary and periodic increase in noise levels due to the construction which may result from the proposed Project are considered <b>less than significant</b>.</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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>12e. Response:</b> (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours)</p>				
<p>As previously noted in Section 8. Hazards and Hazardous Materials, Question 8e., the project site is located approximately 3.5 miles southwest of Riverside Municipal Airport. The project site is not located within the noise contours of the Riverside Municipal Airport, as shown on Figure N-8 of the Noise Element of the General Plan 2025 (City of Riverside 2007a). Therefore, <b>no impact</b> to people residing or working in the project area would occur.</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><b>12f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas)</p>				
<p>There are no private airstrips in the City of Riverside (City of Riverside 2007a). Flabob Airport is located over 6.5 miles to the northeast of the project site. The project site is not located within the noise contours of Flabob Airport, as shown on Figure N-8 of the Noise Element of the General Plan 2025 (City of Riverside 2007a). <b>No impact would occur.</b></p>				
<p><b>13. POPULATION AND HOUSING.</b> 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><b>13a. Response:</b> (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG)</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><i>Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP and RTP)</i></p>				
<p>The project is in an urbanized area and does not propose new homes or businesses that would directly induce substantial population growth, and does not involve the addition of new roads or infrastructure that would indirectly induce substantial population growth. The project is proposed to be located in an urbanized area of the City on a vacant pad within an already established office, commercial/retail area; the pad is proposed to be developed with the proposed 9,520 square foot multi-tenant commercial building, which would directly induce population growth; however, the growth anticipated by the proposed commercial development would not be substantial. The proposed Project would not result in new impacts beyond those previously evaluated in the GP 2025 FPEIR. <b>Impacts would be less than significant.</b></p>				
<p>b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13b. Response:</b></p> <p>The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is a vacant pad within an existing office/retail development that has no existing housing that would need to be removed or affected by the proposed project. No existing housing would be removed; therefore, <b>no impact</b> would occur.</p>				
<p>c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13c. Response:</b></p> <p>The proposed Project would not displace any people, necessitating the construction of replacement housing elsewhere because the project site has no existing housing or residents that would be removed or affected by the proposed Project. <b>No impact would occur.</b></p>				
<p><b>14. PUBLIC SERVICES.</b></p>				
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>				
<p>a. Fire protection?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14a. Response:</b> <i>(Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</i></p> <p>The project is proposed to be located in an urbanized area of the City on a vacant pad site situated within an established office/retail center. Adequate fire facilities and services are provided approximately 1.4 miles from the project site by Station 8, located at 11076 to serve this project. Therefore, <b>no impact</b> on fire protection would occur.</p>				
<p>b. Police protection?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14b. Response:</b> <i>(Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)</i></p> <p>The project is proposed to be located in an urbanized area of the City on a vacant pad site situated within an established</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
office/retail center. Adequate police facilities and services are provided by the Magnolia Neighborhood Policing Center located at 10540-B Magnolia Avenue to serve this project. Additionally, the Riverside Police Department does not object to the project as proposed, subject to the recommended conditions of approval. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, there would be <b>no impact</b> on the demand for additional police facilities of services.				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14c. Response:</b> (Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, Table 5.13-G – Student Generation for RUSD and AUSD By Education Level, and Figure 5.13-4 – Other School District Boundaries)</p> <p>The project is a non-residential use that will not involve the addition of any housing units that would increase numbers of school age children. Therefore, there will be <b>no impact</b> on the demand for additional school facilities or services either directly, indirectly or cumulatively.</p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14d. Response:</b> (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)</p> <p>The project is proposed to be located in an urbanized area of the City on a vacant pad site situated within an established office/retail center. Adequate public facilities and services are provided. . It is expected that existing park facilities would adequately serve the employees and residents generated by this Project. .Therefore, there will be <b>no impacts</b> on the demand of park facilities.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14e. Response:</b> (Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)</p> <p>Adequate public facilities and services, including libraries and community centers, are provided to serve the employees and residents generated as a result of the proposed Project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Park and Recreation and Community Services and Library practices, there would be <b>no impacts</b> on the demand for additional public facilities or services.</p>				
<b>15. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15a. Response:</b> (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master Plan of Trails and Bikeways; Parks Master Plan 2003; FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers; Riverside Municipal Code Chapter 16.60 - Local Park Development Fees; Bicycle Master Plan May 2007)</p> <p>The proposed Project is consistent with the adopted General Plan 2025. The project will not include new recreational facilities or require the construction or expansion of recreational facilities. Therefore, there will be <b>no impacts</b>.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15b. Response:</b> (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)</p> <p>The project will not include new recreational facilities or require the construction or expansion of recreational facilities. Additionally, the project proposes a commercial use rather than a residential use and will not involve the addition of any housing units that would permanently increase the population. Therefore, the construction or expansion of recreational facilities in the absence of a population increase is not necessary; there will be <b>no impact</b> directly, indirectly or cumulatively.</p>				
<b>16. TRANSPORTATION/TRAFFIC.</b>				
Would the project result in:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16a. Response:</b> (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, KH 2017)</p> <p>A traffic impact study was prepared by Kimley-Horn and Associates Inc. (KH) (KH 2017) to evaluate the project-related traffic impacts associated with the proposed Project. The traffic impact study provides an evaluation of daily, morning, and evening peak operations for the following scenarios:</p> <ul style="list-style-type: none"> <li>• Existing Conditions</li> <li>• Existing Plus Project Conditions</li> <li>• Opening Year 2017 (Cumulative Conditions) Without Project</li> <li>• Opening Year 2017 (Cumulative Conditions) with Project</li> </ul> <p>Using the City of Riverside Traffic Impact Analysis and Preparation Guide, January 2016, six study intersections and six roadway segments within proximity to the proposed Project were identified for evaluation as part of the study. The analysis process included determining the operating conditions at the study intersections for the morning and evening peak hours using peak hour intersection turning movement volumes, and operations on roadway segments using average daily traffic (ADT) volumes (KH 2017).</p> <p>The 2010 Highway Capacity Manual (HCM), published by the Transportation Research Board (TRB), establishes a system whereby highway facilities are rated for their ability to accommodate traffic volumes. The terminology "Level of Service" is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to empirical values (KH 2017).</p> <p>Level of Service (LOS) for signalized intersections is defined in terms of average vehicle delay, which is a measure of driver</p>				

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

discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay (KH 2017).

The Level of Service standards for the City of Riverside are as follows:

“City of Riverside allows Level of Service (LOS) D to be used as the maximum acceptable threshold for the study intersections and roadways of Collector or higher classification. LOS C is to be maintained on all street intersections.”

A significant impact at a study intersection would occur when the addition of project-related trips causes either peak hour LOS to degrade from acceptable (LOS A through D) to unacceptable levels (LOS E or F), or the peak hour delay to increase as follows:

**Table 16-1. Peak Hour Delay Thresholds**

<b>Level of Service</b>	<b>Increase in Delay (seconds)</b>
LOS A/B	10.0 seconds
LOS C	8.0 seconds
LOS D	5.0 seconds
LOS E	2.0 seconds
LOS F	1.0 seconds

Per Council Policy CCM-2.3, it is the City policy to “Maintain LOS D or better on Arterial Streets wherever possible. These standards may also be applied to local and collector street study locations that provide local access to the project site, at the direction of City staff. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis.

**Existing Conditions**

The following provides a description of the existing street system in the vicinity of the project site. Roadway classifications are taken from the City of Riverside General Plan Circulation Element:

Magnolia Avenue is a four-lane divided roadway with two travel lanes in each direction and a raised median island. Magnolia Avenue has a right-of-way width of 110 feet with curb, gutter, bike lane, and sidewalk on both sides of the road. The posted speed limit is 40 to 45 miles per hour (MPH). The street traverses the City of Riverside in the east-west direction and is classified as an arterial within the study area.

La Sierra Avenue is a four-lane roadway with two lanes in each direction and a raised median island. La Sierra Avenue is classified as an arterial with a right-of-way width of 110 feet with curb, gutter, bike lane, and sidewalk on both sides of the road. The speed limit is 45 MPH. La Sierra provides access to SR-91 to the south and continues through the City of Riverside to the north.

Intersection Analysis – Existing Operating Conditions

The Existing Conditions analysis results and Level of Service for the study intersections are presented in Table 16-2. Review of this table shows that all study intersections currently operate at LOS D or better during both peak periods.

Existing Plus Project Conditions

The Existing Plus Project analysis provides a summary of the impacts associated with adding project- related trips to

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>existing traffic volumes. The Existing Plus Project scenario is a hypothetical scenario which assumes that the Project would be fully implemented at the present time and full absorption of Project traffic on the existing circulation system.</p> <p><u>Intersection Analysis – Existing Plus Project</u></p> <p>The intersection analysis was conducted for the Existing Plus Project scenario, and the results are presented on Table 16-3. Review of this table indicates that all study intersections will operate at LOS D or better.</p>				

**Table 16-2. Summary of Peak Hour Intersection Operations Existing Conditions**

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	La Sierra Avenue at Magnolia Avenue	S	25.7	C	52.1	D
2	Skofstad Street at Magnolia Avenue	S	10.8	B	25.9	C
3	Project Driveway A at Magnolia Avenue	U	12.0	B	13.5	B
4	Park Sierra Drive at Magnolia Avenue	S	15.7	B	21.6	C
5	Polk Street at Magnolia Avenue	S	24.9	C	41.6	D
6	Project Driveway B at Park Sierra Drive	U	11.0	B	11.2	B

Notes: S = Signalized, U = Unsignalized  
Source ( KH 2017)

**Table 16-3. Summary of Peak Hour Intersection Operations Existing Plus Project Conditions**

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Project Sig?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	La Sierra Avenue at Magnolia Avenue	25.7	C	26.6	C	0.9	No	52.1	D	54.2	D	2.1	No
2	Skofstad Street at Magnolia Avenue	10.8	B	11.5	C	0.7	No	25.9	C	29.2	C	3.3	No
3	Project Driveway A at Magnolia Avenue	12.0	B	12.3	B	0.3	No	13.5	B	14.0	B	0.5	No
4	Park Sierra Drive at Magnolia Avenue	15.7	B	16.7	B	1.0	No	21.6	C	22.7	C	1.1	No
5	Polk Street at Magnolia Avenue	24.9	C	25.6	C	0.7	No	41.6	D	42.4	D	0.8	No
6	Project Driveway B at Park Sierra Drive	11.0	B	11.8	B	0.8	No	11.2	B	11.9	B	0.7	No

Source (KH 2017)

## **Future Conditions**

This section provides a description of peak hour and daily traffic operating conditions at the time the proposed Project is estimated to be completed. Opening Year is assumed to be 2017.

### Intersection Analysis – Opening Year 2017 Without Project Conditions

The study intersections were reanalyzed with the annual growth and traffic from the Cumulative Projects. The Opening Year 2017 Without Project analysis results and Level of Service for the study intersections are presented in Table 16-4. Review of this table shows that, with the addition of annual growth and Cumulative Projects traffic, all study intersections would operate at LOS D or better during both peak periods, with the exception of the following:

- La Sierra Avenue at Magnolia Avenue – PM LOS E

### Intersection Analysis – Opening Year 2017 With Project Conditions

Opening Year 2017 with Project peak hour intersection operations are summarized in Table 16-5. Review of this table shows that, all study intersections will continue to operate at LOS D or better, with the exception of the following:

- La Sierra Avenue at Magnolia Avenue - PM LOS E

**Table 16-4. Summary of Peak Hour Intersection Operations Opening Year 2017 Without Project**

Int. #	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1	La Sierra Avenue at Magnolia Avenue	27.3	C	60.3	E
2	Skofstad Street at Magnolia Avenue	11.1	B	31.4	C
3	Project Driveway A at Magnolia Avenue	12.3	B	14.4	B
4	Park Sierra Drive at Magnolia Avenue	16.3	B	22.0	C
5	Polk Street at Magnolia Avenue	25.1	C	44.9	D
6	Project Driveway B at Park Sierra Drive	11.0	B	11.3	B

**Notes:** **Bold** values indicate intersections operating at LOS E or F. At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement. Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual and performed using Synchro 9.0.  
 Source (KH 2017)

**Table 16-5. Summary of Peak Hour Intersection Operations Opening Year 2017 With Project**

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Project Sig?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	La Sierra Avenue at Magnolia Avenue	27.3	C	28.2	C	0.9	No	60.3	E	61.4	E	1.1	No
2	Skofstad Street at Magnolia Avenue	11.1	B	11.9	B	0.8	No	31.4	C	35.3	D	3.9	No
3	Project Driveway A at Magnolia Avenue	12.3	B	12.7	B	0.4	No	14.4	B	14.9	B	0.5	No
4	Park Sierra Drive at Magnolia Avenue	16.3	B	17.2	B	0.9	No	22.0	C	22.9	C	0.9	No
5	Polk Street at Magnolia Avenue	25.1	C	25.8	C	0.7	No	44.9	D	45.9	D	1.0	No
6	Project Driveway B at Park Sierra Drive	11.0	B	11.9	N	0.9	No	11.3	B	12.0	B	0.7	No

**Notes:** **Bold** values indicate intersections operating at LOS E or F. At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement. Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual and performed using Synchro 9.0.  
 Source (KH 2017)

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>A significant impact at a study intersection would occur when the addition of project-related trips causes either peak hour Level of Service to degrade from acceptable (LOS A through D) to unacceptable levels (LOS E or F) or the peak hour delay to increase as shown in Table 16-1.</p>				
<p>The findings of the traffic impact study state that the La Sierra Avenue at Magnolia Avenue intersection was shown to operate deficiently in the Opening Year 2017 Without Project Conditions (LOS E). Based on the City of Riverside’s significance thresholds, there are no projected impacts to the study intersections. While the intersection would operate at LOS E, it is projected to operate at LOS E without the addition of project traffic. The intersection is not considered to be significantly impacted with the project since LOS did not change and less than the 2-second delay threshold is met for intersections operating at LOS E pre-project. Therefore, the proposed Project would not cause a significant impact from a decrease in the LOS level or increase in delay above the City’s thresholds as shown in Table 16-1. No conflicts with applicable transportation plans, ordinances, or policies are expected. <b>A less than significant impact would occur.</b></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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16b. Response:</b> (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, Rh 2016)</p>				
<p>As previously described in question 16a, with the addition of project traffic, all study intersections will continue to operate at LOS D or better, with the exception of La Sierra Avenue at Magnolia Avenue (PM LOS E) (KH 2017). This intersection was shown to operate deficiently in the Opening Year 2017 Without Project Conditions. Based on the City of Riverside’s significance thresholds, there are no projected impacts to the study intersections from a decrease in the LOS level.</p>				
<p>Similarly, an evaluation of roadway segments found that roadway segments would continue to operate at LOS D or better under Opening Year 2017 With Project Conditions, with the exception of La Sierra Avenue: South of Magnolia Avenue (LOS E). The roadway segment is deficient in the Opening Year 2017 Without Project Conditions. The proposed Project would not cause a significant impact from a decrease in the LOS level.</p>				
<p>The project site does not include or is located along a state highway or principal arterial within Riverside County’s Congestion Management Program (CMP) (City of Riverside 2007a). The proposed Project is consistent with the Transportation Demand Management/Air Quality components of the Program. <b>A less than significant impact would occur.</b></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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16c. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, GP 2025 FPEIR Figure 5.7-2 – Airport Safety and Compatibility Zones)</p>				
<p>The project site is located approximately 3.5 miles southwest of Riverside Municipal Airport. The project site is not located within a safety zone as depicted in Figure 5.7-2 Airport Safety and Compatibility Zones of the General Plan 2025 Program FPEIR (City of Riverside 2007b). The proposed Project would not change air traffic patterns, increase air traffic levels, or change the location of air traffic patterns. <b>No impact would occur.</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16d. Response:</b> <i>(Source: Project Site Plans)</i></p> <p>The proposed Project consists of the construction of a 9,520 square foot multi-tenant commercial building. The project site is located in a built-up area surrounded by commercial development. There are no proposed design features that would alter the existing roadways or project features that would result in compatible uses. Site improvements would comply with all development standards. <b>No impact would occur.</b></p>				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16e. Response:</b> <i>(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</i></p> <p>The proposed Project has been designed to comply with Title 18, Section 18.210.030 and the City's Fire Code Section 503 (California Fire Code 2007). <b>No impact would occur.</b></p>				
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16f. Response:</b> <i>(Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)</i></p> <p>The proposed Project, as designed, does not create conflicts with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks) (City of Riverside 2007a; 2007b). <b>No impact would occur.</b></p>				
<p><b>17. TRIBAL CULTURAL RESOURCES.</b></p> <p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>17a. Response:</b> <i>(Source: EIC records, NAHC 2016, Site Visit)</i></p> <p>The results of the records search, SLF search, and site visit indicate that there are no eligible or listed archaeological resources within or near the project area.</p> <p>On March 14, 2017, the City sent project notification letters to nine California Native American tribes that requested consultation pursuant to AB 52. The letter provided a brief description of the proposed Project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
on April 25, 2017.				
<p>The Soboba Band of Luiseño Indians was the only tribe to request consultation. Consultation was held on April 24, 2017. The Soboba Band of Luiseño Indians did not identify Tribal Cultural Resources (TCRs) in the project area but expressed a general concern for unknown cultural resources in the project area that could be affected during ground disturbing construction activities. Consultation with Soboba band of Luiseno Indians was closed on May 1, 2017.</p>				
<p><b>Impacts to unknown resources would be less than significant with the implementation of Mitigation Measures CR-2 and 3.</b></p>				
<p><b><u>Mitigation Measure</u></b></p>				
<p><b>CR-2:</b> Archaeological Monitoring: At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to periodically monitor all ground-disturbing grading activities up to depth of 8 feet in an effort to identify any unknown archaeological resources. Spot check monitoring can be limited to a total of 20 hours per week.</p>				
<p><b>CR-3:</b> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> <li>a. All work shall halt and the Tribes shall be contacted immediately after the discovery.</li> <li>b. An agreement shall be established with the Tribes for tribal monitoring of all ground disturbing activities on the project site.</li> <li>c. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</li> <li>d. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ol style="list-style-type: none"> <li>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</li> <li>ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; and</li> <li>iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default.</li> </ol> </li> </ol>				
<p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>17b. Response: (Source: EIC records, NAHC 2016, Site Visit)</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>Please see the response to 17a. above. No TCRs or known eligible or listed archaeological resources have been identified on the project site. <b>Impacts to unknown resources would be less than significant with the implementation of Mitigation Measures CR-2 and 3.</b></p>				
<p><b>18. UTILITIES AND SYSTEM SERVICES.</b></p>				
<p>Would the project:</p>				
<p>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18a. Response:</b> <i>(Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD , Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR; Fraco 2016)</i></p> <p>The proposed Project consist of developing 1.37 acres with a commercial development and will operate as part of an existing larger 63.3 acre office/retail center. Since it would disturb more than one acre, it would be subject to the requirements of the statewide NPDES stormwater permit for construction activity (Order 98-08 DWQ). The NPDES stormwater permit would require the preparation and implementation of a WQMP (Fraco 2016). Compliance with the NPDES program would ensure that the proposed Project would not exceed applicable wastewater treatment requirements of the RWQCB. <b>Impacts would be less than significant.</b></p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18b. Response:</b> <i>(Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.)</i></p> <p>The proposed Project would result in the development of a 9,520 square-foot multi-tenant commercial building, which would require connections to the City’s water and wastewater systems. However, it is not anticipated that the proposed Project would require the construction or expansion of water or wastewater treatment facilities. The project is consistent with the Typical Growth Scenario of the General Plan 2025 where future water and wastewater generation was determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I, 5.16-J and 5.16-K of the General Plan 2025 Final PEIR). . Therefore, <b>impacts would be less than significant.</b></p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18c. Response:</b> <i>(Source: FPEIR Figure 5.16-2 - Drainage Facilities)</i></p> <p>The proposed Project would result in the development of a 9,520 square-foot multi-tenant commercial building The proponent of the proposed Project would pay drainage fees in compliance with the City’s Subdivision Code (Title 18, Section 18.240.020). Fees are collected are transferred into a drainage facilities fund that is maintained by Riverside County Flood Control and Water Conservation District. Section 18.240.020 also complies with the California Government Code (section 66483), which provides for the payment of fees for construction of drainage facilities.</p> <p>General Plan 2025 Policies PF 4.1 and PF 4.3 require the City to continue to routinely monitor its storm drain system and to fund and improve those systems as identified in the City’s Capital Improvement Plan. Implementation of these policies would</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>ensure that the City is adequately served by drainage systems. The General Plan 2025 also includes policies and programs that would minimize the environmental effects of the development of such facilities. Therefore, the proposed Project would have <b>less than significant impacts</b>.</p>				
<p>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>18d. Response:</b> (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR), Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, RPU Master Plan)</p>				
<p>The proposed Project consist of developing 1.37 acres with a commercial development and will operate as part of a larger 63.3 acre office/retail center. The project will not exceed expected water supplies. The project is consistent with the General Plan 2025 Typical Growth Scenario where future water supplies were determined to be adequate (see Tables t.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I and 5.16-J of the General Plan 2025 Final PEIR). Therefore, the project will have <b>no impact</b> resulting in the insufficient water supplies either directly, indirectly or cumulatively.</p>				
<p>e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>18e. Response:</b> (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, and Wastewater Integrated Master Plan and Certified EIR)</p>				
<p>The project will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). The project is consistent with the General Plan 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the General Plan 2025 Final PEIR). Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. Therefore, <b>no impact</b> to wastewater treatment directly, indirectly or cumulatively will occur.</p>				
<p>f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>18f. Response:</b> (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)</p>				
<p>The proposed development is consistent with the General Plan 2025 Typical Build-out Project level where future landfill capacity was determined to be adequate (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, <b>no impact</b> to landfill capacity will occur directly, indirectly or cumulatively.</p>				
<p>g. Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>18g. Response:</b> (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p>				
<p>The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The City is currently achieving a 60 percent diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50 percent of non-hazardous construction and demolition debris for all projects and 100 percent of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed Project must comply with the City’s waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste (CEPA 2002). Therefore, <b>no impacts would occur</b>.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>19. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>19a. Response:</b> (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D, Title 20 of the Riverside Municipal Code)</p> <p>Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study, and were all found to be less than significant with the implementation of Mitigation Measure B-1. As discussed in Section 4a., the project site would also not be subject to Section 6.1.2 of the MSHCP (<i>Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools</i>) because the project site does not support riparian or vernal pool habitat (Figure 5.4-1 Habitat Areas and Vegetation Communities). 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 <b>less than significant with the implementation of Mitigation Measure CR-1, CR-2, and CR-3.</b></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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>19b. Response:</b> (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</p> <p>The proposed Project would rezone of one of the two parcels (Assessor Parcel Number 138-470-013) from R-1-7000 SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones to CR SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones to allow for the future establishment of restaurants. Furthermore, the proposed Project would provide adequate access, circulation, and connectivity consistent with the General Plan 2025, and in compliance with the requirements of the Zoning and Subdivision Codes. The proposed 9,520 square-foot multi-tenant commercial building would not be a substantially more intensive development than what was assumed for the site under the General Plan 2025. As such, no new cumulative impacts are anticipated and therefore cumulative impacts of the proposed Project beyond those previously considered in the GP 2025 FPEIR are <b>less than significant with mitigation measures</b> described in this Initial Study.</p>				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>19c. Response:</b> (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology &amp; water quality, noise, population and housing, and traffic sections of this Initial Study and found to be less than significant for each of the above sections with the exception of biological resources, cultural resources, and hazards and hazardous materials. Based on the analysis and conclusions in this Initial Study, the proposed Project would 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 would be less than significant with mitigation measures described in this Initial Study.</p>				

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***Recommended Mitigation, Monitoring and Reporting Program***

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<b>Biological Resources</b>	<p><b>B-1:</b> In order to avoid take of any species protected under the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Game Code Section 3513, a pre-construction nesting bird survey shall be conducted not more than 30 days prior to any grading, tree or brush clearing or trimming, grubbing or other project related ground disturbances that is to occur between February 1 through August 31.</p> <p>If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the appropriate wildlife agency. Measures shall include establishment of an avoidance buffer until nesting has been completed. Width of the buffer will be determined by the project biologist. Typically this is a minimum of 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.</p>	No more than 30 days prior to ground disturbance activity that is to occur between February 1 through August 31.	Public Works Department and Planning Division	Compliance with Project Conditions of Approval
<b>Cultural Resources</b>	<b>CR-1:</b> If construction activities result in ground disturbing activities that extend beyond five feet in depth then the Applicant shall retain a qualified paleontologist to determine if the older Quaternary deposits are being disturbed. If the older Quaternary deposits are being disturbed then the paleontologist shall establish a monitoring program to recover any significant fossils that may be encountered.	During construction activities	Planning Division  Qualified Paleontologist	Compliance with Project Conditions of Approval

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

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<b>Cultural Resources</b>	<b>CR-2:</b> Archaeological Monitoring: At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to periodically monitor all ground-disturbing grading activities up to depth of 8 feet in an effort to identify any unknown archaeological resources. Spot check monitoring can be limited to a total of 20 hours per week.	During construction activities	Planning Division  Qualified Archaeological Monitor	Compliance with Project Conditions of Approval
<b>Cultural Resources</b>	<b>CR-3:</b> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries: a. All work shall halt and the Tribes shall be contacted immediately after the discovery. b. An agreement shall be established with the Tribes for tribal monitoring of all ground disturbing activities on the project site. c. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and d. Treatment and Final Disposition: The landowner(s) shall relinquish ownership	In the event that Native American cultural resources are discovered.	Planning Division  Qualified Archaeological Monitor  Native American Tribes	Compliance with Project Conditions of Approval

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same:</p> <ul style="list-style-type: none"> <li>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</li> <li>ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; and</li> </ul>			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default.			