COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

Planning Division

Draft Mitigated Negative Declaration

WARD: 3

1. **Case Numbers:** P16-0895 (MCUP), P16-0896 (DR), and P16-0897 (VR)

2. **Project Title:** Jones Wholesale Lumber

3. **Lead Agency:** City of Riverside
   Community & Economic Development Department
   Planning Division
   3900 Main Street, 3rd Floor
   Riverside, CA 92522

4. **Contact Person:** Judy Egüez, Associate Planner
   Phone Number: (951) 826-3969

5. **Project Location:** 7027 Central Avenue Riverside, CA 92504
   (Assessor Parcel Numbers: 189-160-032, 189-160-012 and 189-160-015)

6. **Project Applicant/Project Sponsor's Name and Address:**

   Jones Wholesale Lumber
   Attn: Mr. John Cencak, President
   10761 Alameda Street, Box 396
   Lynwood, CA 90262

7. **General Plan Designation:** B/OP – Business/Office Park and PF – Public Facilities

8. **Zoning:** BMP – Business and Manufacturing Park Zone

Description of Project:

The proposed Jones Wholesale Lumber (JWL) includes construction of an approximate 21,000 square foot outdoor storage yard; encompassing three rows of 12 feet high storage racks placed parallel to Central Avenue and the rows of 16 feet high storage racks placed at the remaining yard; a two-story, 3,331 square-foot office building; surface parking lot for 16 parking spaces; new railroad spur; new underground 8000-gallon diesel storage tank; masonry block perimeter walls along Central Avenue and Wilderness Avenue; water efficient landscaping and irrigation; and associated site improvements.

The site work will generally consist of site clearing, rough grading, compaction, and pouring of concrete and asphalt. The site will be graded from North toward South resulting in an almost flat yard pad with slopes approximately 1.5% designed for drainage. The storage racks will be screened by an eight-foot high masonry block wall along Central Avenue, and six-foot high masonry block wall along Wilderness.

The two-story office building and employee parking will be located at the north end of the site. Trucks will enter from Wilderness Avenue and exit to Central Avenue.

Lumber products will be delivered by railcars approximately two times per month, unloaded and stored on racks. Employees will prepare wholesale orders, load product on trucks for delivery to construction sites and to retail yards. The facility will provide employment for 12 full time employees. The operation will be conducted in two shifts, with six employees per shift; Monday through Friday 6:30am -11:30pm; and Saturday 7:30am-11:30am.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

The subject site is currently vacant and consists of approximately 5.16 acres. The project site is surrounded by Union Pacific Railroad followed by industrial and warehouse uses to the north; industrial and warehouse uses to the east; the City of Riverside Police Department Aviation Unit and the Riverside Municipal Airport to the south, and a vacant and industrial uses to the west

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Vacant	B/OP - Business/Office Park and PF - Public Facilities and Institutional uses	BMP - Business and Manufacturing Park
North	Union Pacific Railroad followed by Industrial/Warehouse uses	B/OP - Business/Office Park	BMP - Business and Manufacturing Park Zone
East	Industrial/Warehouse uses	B/OP - Business/Office Park	BMP - Business and Manufacturing Park Zone
South	Public Facilities and Airport	PF - Public Facilities and Institutional uses	AIR – Airport Zone
West	Vacant and Industrial uses	B/OP - Business/Office Park	BMP - Business and Manufacturing Park Zone

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

a. Riverside County Airport Land Use Commission (RCALUC)
b. FAA PART 77
c. South Coast Air Quality Management District (SCAQMD) – Dust Control Plan
d. Regional Water Quality Control Board (RWQCB), Santa Ana Region – National Pollutant Discharge Elimination System (NPDES) Construction General Permit
e. RWQCB, Santa Ana Region – 401 Water Quality Certification – Waste Discharge Requirement (WDR)
f. Santa Ana Regional Water Quality Control Board – Water Quality Management Plan (WQMP);
g. Santa Ana Regional Water Quality Control Board – Storm Water Pollution Prevention Plan (SWPPP).

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

a. General Plan 2025 (GP 2025)
b. GP 2025 Final Program Environmental Impact Report (FPEIR)
c. Title 19, Zoning Code
d. Title 20, Cultural Resources
e. RCALUCP

12. **Acronyms**

AICUZ -	Air Installation Compatible Use Zone Study
AQMP -	Air Quality Management Plan
AUSD -	Alvord Unified School District
CEQA -	California Environmental Quality Act
CMP -	Congestion Management Plan
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FAA -	Federal Aviation Administration
FEMA -	Federal Emergency Management Agency
FPEIR -	GP 2025 Final Programmatic Environmental Impact Report
GIS -	Geographic Information System
GHG -	Green House Gas
GP 2025 -	General Plan 2025
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
MARB/MIP -	March Air Reserve Base/March Inland Port
MJPA-JLUS -	March Joint Powers Authority - Joint Land Use Study
MSHCP -	Multiple-Species Habitat Conservation Plan
MVUSD -	Moreno Valley Unified School District
NCCP -	Natural Communities Conservation Plan
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works, Riverside
RCALUC -	Riverside County Airport Land Use Commission
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RMC -	Riverside Municipal Code
RPD -	Riverside Police Department
RPU -	Riverside Public Utilities
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
RUSD -	Riverside Unified School District
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCH -	State Clearinghouse
SKR-HCP -	Stephens' Kangaroo Rat - Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
USGS -	United States Geologic Survey
WMWD -	Western Municipal Water District
WQMP -	Water Quality Management Plan

The list of Appendixes:

Appendix A: Air Quality and Greenhouse Gas Emissions Impact Analysis, prepared by Vista Environmental dated May 22, 2017. Revised October 23, 2017.

Appendix B: Biological Technical Report prepared by VHBC INC dated May 20, 2017. Revised November 5, 2017.

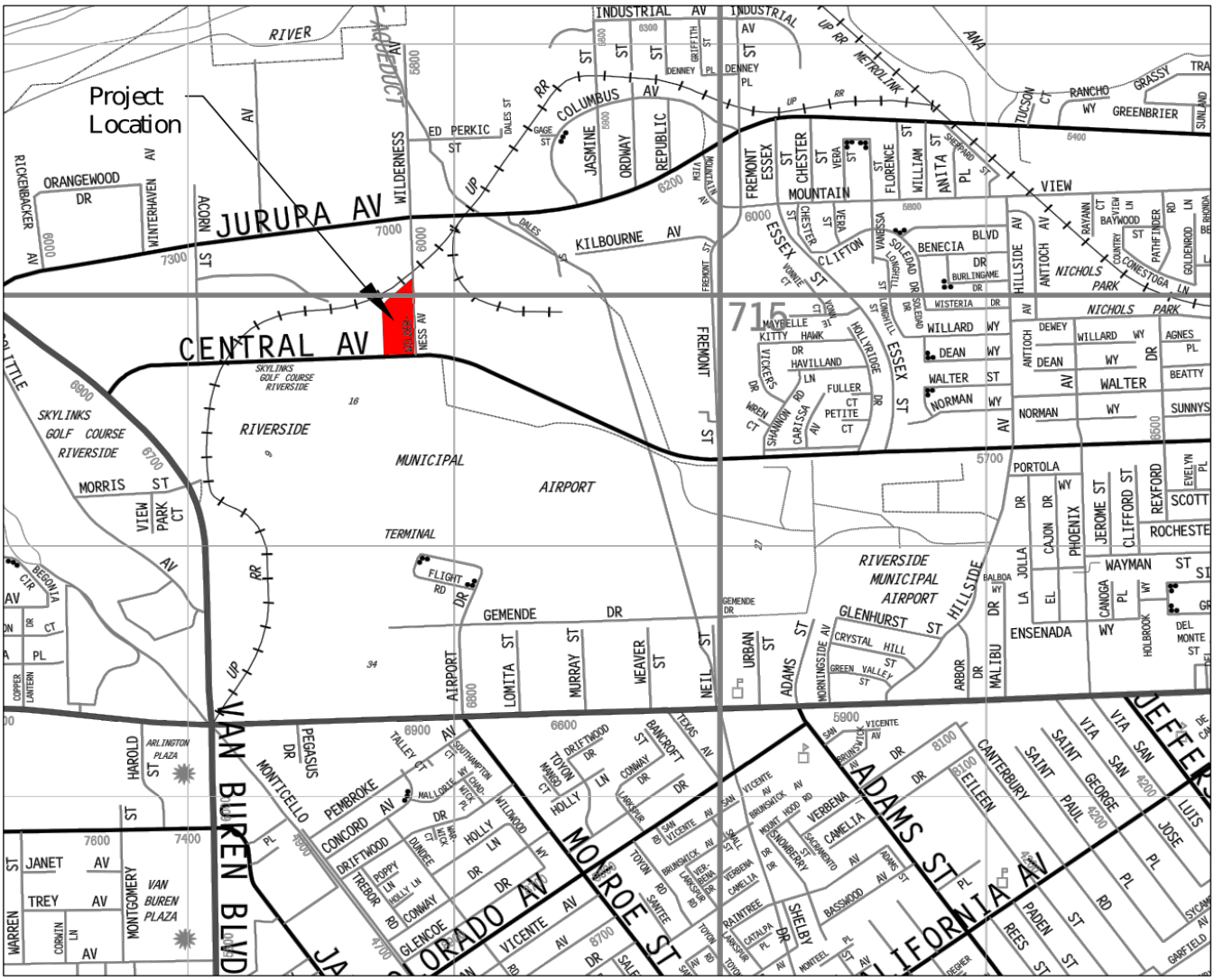
Appendix C: Site Specific Cultural Resources Study prepared by Brian F. Smith and Associates dated March 10, 2017. Revised September 13, 2017.

Appendix D: Soil Investigation Report prepared by Soil Exploration Company, Inc. dated October 25, 2016

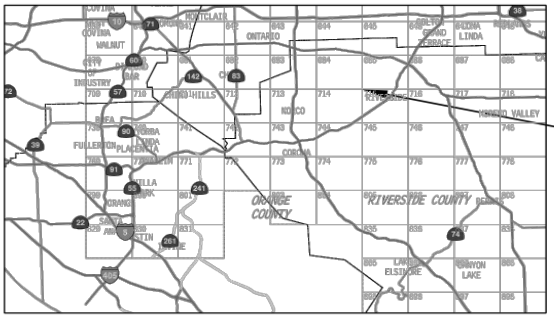
Appendix E: Phase One, Environmental Site Assessment prepared by HEI Corporation, dated April 2015

Appendix F: Airport Land Use Commission (ALUC) Development Review Conditions, dated May 4, 2017.

Appendix G: Noise and Vibration Study by Acoustics Group Inc., dated April 14, 2017. Revised November 13, 2017.



Regional Location

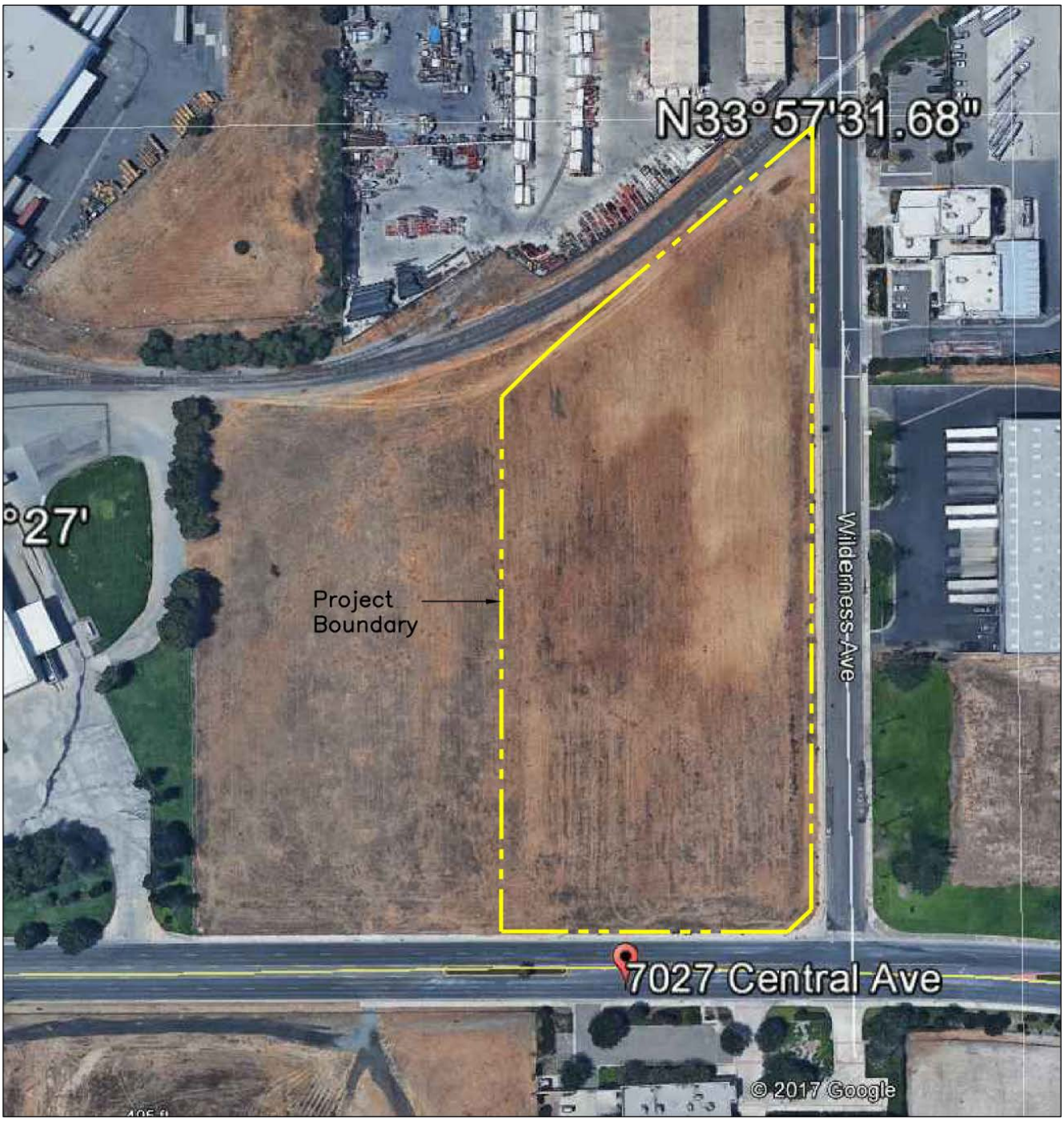


Project Area

Source: Thomas Guide

FIGURE 1

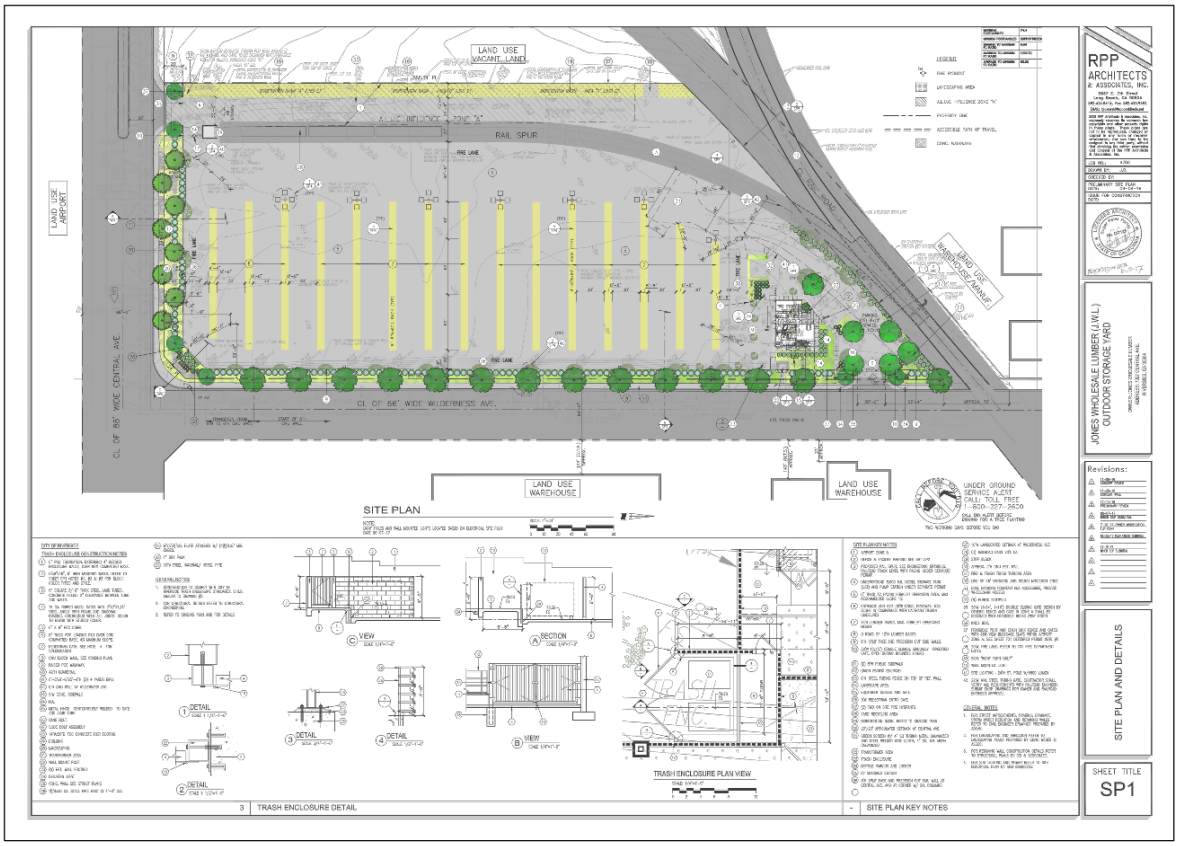
REGIONAL & PROJECT LOCATION



Source: Thomas Guide

FIGURE 2

PROJECT SITE



Source: Thomas Guide

FIGURE 3

SITE PLAN

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agriculture & Forest Resources	☐ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Service	☐ Recreation
☐ Transportation/Traffic	☒ Tribal Cultural Resources	☐ Utilities/Service Systems
☐ 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

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

Planning Division

Environmental Initial Study

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a. **Earlier Analysis Used.** Identify and state where they are available for review.

   b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:

a. the significance criteria or threshold, if any, used to evaluate each question; and

b. the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

1a. Response: ***(Source: GP 2025 and GP 2025 FPEIR)***

Less Than Significant Impact. The most prominent scenic vistas that can be seen from the western Riverside city limits are the San Gabriel and San Bernardino Mountains, and Mount Rubidoux. The distant scenic vistas are partially obstructed by existing urban development. Vista points as viewed from the site include the La Sierra/Norco Hills toward West and distant view of the Timber Mountain toward North. The project will be built on a vacant lot within light industrial area, surrounded by existing industrial, warehouses and airport buildings. The storage racks and building height will have heights similar to the existing surrounding buildings. The storage yard and its operations will be visually screened from public streets by a six -foot high solid masonry wall along Wilderness Avenue and an eight-foot high solid masonry wall along Central Avenue. Furthermore, the proposed Project will be designed to be consistent with the Citywide Design Guidelines and Sign Guidelines. The Citywide Design Guidelines and Sign Guidelines encourage high-quality design, and implementation of the Guidelines will ensure that any potential impacts are **less than significant**. No mitigation is required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

1b. Response: ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, GP 2025 Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City's Urban Forest Tree Policy Manual, and Title20 – Cultural resources.)***

No Impact. There are no state Scenic Highways located near the project site. The project site is located approximately 0.5 mile east of Van Buren Boulevard and 0.7 mile north of Arlington Avenue, which are designated as 120-foot arterials, Scenic Boulevards and Parkways in the GP 2025. The proposed project will not substantially affect the views of the scenic boulevards and parkways given the distance and due to the existing industrial/warehouse development between the site and the roadways. There are no historic buildings, no rock outcroppings, or protected trees on site or within view of this proposed project, so no impacts to these resources are expected. The proposed Project will be consistent with the Citywide Design Guidelines and Sign Guidelines which encourage high-quality design, and will reduce any potential impacts related to scenic resources to **less than significant**. No mitigation is required.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐

1c. Response: ***(Source: GP 2025, Zoning Code, Citywide Design Guidelines and Sign Guidelines.)***

Less Than Significant Impact. The project site is currently undeveloped with existing warehouse and industrial uses to the north and east. Construction activities would introduce the use of heavy machinery such as graders, tractors, loaders, and/or backhoes. Short-term construction activities would require the presence of construction workers, equipment and vehicles within the project site; however, activities would not be permanent. Since construction activities would be temporary and the visual character of the site would change from vacant land to an outdoor lumber storage yard, similar to the industrial/warehouse character in the surrounding area, no substantial degradation of views will occur. The proposed project will be developed in a consistent and aesthetically pleasing manner subject to the City's Citywide Design Guidelines and Sign Guidelines. The project will be required to obtain Design Review approval to ensure design elements are proposed and implemented in accordance with Title 19 - Zoning of the City's Municipal Code ensure compliance with the Citywide Design & Sign Design Guidelines. Additionally, the project is subject to compliance with the RCALUCP and FAA. Thus, the project will not substantially degrade the area's visual quality and will have a **less than significant impact** on the existing visual character of the area. No mitigation is required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

1d. Response: ***(Source: General Plan 2025, General Plan and Supporting Documents Environmental Impact Report Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines and Title 19- Article VIII -Chapter 19.710 – Design Review, Airport Land Use Commission (ALUC) Development Review File ZAP1082RI16 Letter dated May 4, 2017).***

Less Than Significant Impact. Currently, there are no sources of light or glare on the project site. Existing sources of light and glare from surrounding areas include streetlights, exterior lighting from the nearby warehouse buildings, vehicle headlights from motorists driving along Wilderness and Central Avenues, lights from the airplanes, and lights from the trains along the Union Pacific Railroad tracks. There will be neither glare nor lighting issues from the train movements on the property. The only lights will be on the locomotive switching the cars out. However, the locomotive will not be on the head of the string of lumber cars. It will be in the back pushing the cars on to the property. New sources of light and glare may be present during Project construction, but would be temporary and would cease upon construction completion. Development of the project site would introduce a new source of light and glare into the area in the form of street lighting, parking lot lighting, and security lighting for the buildings. Lighting within outdoor yard areas will be directed downward so as to not project lighting into the sky. In addition, the site is not within the Mount Palomar Lighting Area. Thus, the project will not result in a new source of substantial light or glare that would adversely affect daytime or nighttime views. To further reduce impacts from light or glare to less than significant levels, a condition of approval is recommended requiring all new lighting to be constructed in accordance with Title 19 – Article VIII – Chapter 19.556 – Lighting of the Riverside Municipal Code. The following conditions of approval are also required by the Riverside County Airport Land Use Commission (RCALUC):

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting plans shall be subject to review by airport management.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (a) Any use which would direct a steady light or flashing light of red, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing in an airport, other than FAA-approved navigational signal light or visual approach slope indicator.

   (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing in an airport.

13. The proposed light standard shall not exceed a height of 16 feet above ground level and a maximum elevation at top point of 802 feet above mean sea level.

17. At least ten (10) days prior to construction of the light standard, installation of the rail spur, and erection of the lumber rack, FAA Form 7460-2 (Part1), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure or improvement(s).

As such, the project will have a less than significant impact on day or nighttime views due to glare and lighting. Therefore, impacts associated with this issue are **less than significant**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES:				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information complied by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐

2a. **Response:** ***(Source: GP 2025 – Figure OS-2 – Agricultural Suitability; GP 2025; GP 2025 EIR; GP 2025 FPEIR)***

Less than significant impact. There are no areas on the site that are designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland). A review of Figure OS-2 – Agricultural Suitability of the GP 2025 shows that the project site is designated as Farmland of Local Importance. According to Section 21060.1 of the CEQA Statue, "Farmland of Local Importance" is not considered Farmland or agricultural lands. Since the project site is not located on any Farmland designations, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use would occur. Therefore, the project will have **less than significant** impact to designated Farmland. No mitigation is required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

2b. Response: ***(Source: GP 2025 – Figure OS-3 - Williamson Act Preserves, GP 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)***

No Impact. The project site is zoned BMP- Business and Manufacturing Park and contains no agricultural use. A review of Figure 5.2-2 – Williamson Act Preserves of the GP 2025 FPEIR reveals that the project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. Thus, the proposed Project will have **no impact** related to conflicts with existing zoning for agricultural use or a Williamson Act contract. No mitigation is required.

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))?	☐	☐	☐	☒

2c. Response: ***(Source: GIS Map – Forest Data)***

No Impact. The project site is zoned BMP – Business and Manufacturing Park. No forest land, timberland, or Timberland Production areas (as defined in the Public Resources Codes 12220(g) and 4526 or Government Code 51104(g)) are located within or adjacent to the Project site. The project is located within an urbanized area where the location of the project site is

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
not located within proximity of any forest land. Therefore, **no impacts** will occur from this project directly, indirectly or cumulatively. No mitigation is required.				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
2d. Response: ***(Source: GIS Map – Forest Data)*** **No Impact.** The project site is zoned BMP – Business and Manufacturing Park. The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, **no impacts** will occur from this project directly, indirectly or cumulatively. No mitigation is required.				
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?	☐	☐	☒	☐
2e. Response: (Source: GP 2025 – Figure OS-2 – ***Agricultural Suitability, Figure OS-3 – Williamson Act Preserves,*** **GP 2025 FPEIR –** ***Appendix I – Designated Farmland and GIS Map – Forest Data)*** **Less Than Significant Impact.** There are no areas on the site that are designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland). A review of Figure OS-2 – Agricultural Suitability of the GP 2025 shows that the project site is designated as Farmland of Local Importance. According to Section 21060.1 of the CEQA Statue, "Farmland of Local Importance" is not considered Farmland or agricultural lands. Since the project site is not located on any Farmland designations, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use would occur. The project site is zoned BMP – Business and Manufacturing Park and contains no forest land. Therefore**, less than significant impact** will occur from this project directly, indirectly or cumulatively to conversion of Farmland, to non-agricultural use or to the loss of forest land. No mitigation is required.				
3. AIR QUALITY.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
3a. Response: ***(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2012 AQMP, CalEEMod, and Air Quality and Greenhouse Gas Assessment prepared by Vista Environmental October 23, 2017 – Appendix "A")*** **Less than Significant Impact.** Projects that are consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) are considered consistent with the Air Quality Management Plan (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, and the Regional Housing Plan. The project site is currently designated as B/OP – Business/Office Park and PF – Public Facilities in the General Plan and is zoned BMP - Business and Manufacturing Park. Approximately 40 feet wide strip of land located along West property line has been designated in the General Plan Land Use as PF- Public Facilities. This part of the project site belongs to Airport Zone A – Runway Protection Zone and will remain in use as Zone A. Therefore, the land use is consistent with the General Plan designation. The General Plan Land Use Policy LU-22.5 mandate the review of proposed projects within the Riverside Municipal Airport influence area for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible. The proposed project has been reviewed and found Conditionally Consistent with the 2005 Riverside Municipal Airport Land Use Compatibility				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Plan. The PF- Public Facilities land use comprise of Zone A – Runway Protection Zone would not be usable for any other Land Uses. The condition of RCALUC approval ensure the requirements for Zone A and the Land Use designation intention will be met. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP. The Proposed Project is consistent with the projections of employment and population forecasts identified by the SCAG that are consistent with the General Plan 2025 "Typical Growth Scenario." Because the Proposed Project is consistent with the General Plan 2025, it is also consistent with the AQMP. The Proposed Project would have a **less than significant impact** to the implementation of the AQMP.				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

3b. Response: ***(General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2012 AQMP, and Air Quality and Greenhouse Gas Assessment prepared by Vista Environmental, October 23,' 2017 – Appendix "A")***

Less Than Significant Impact. The proposed project will generate pollutant emissions associated with construction activities, vehicle trip generation, power and gas consumption, and stationary activities. To ensure compliance with pertinent SCAQMD guidelines and the California Code of Regulations (CCR) the project will be required to comply with SCAQMD Rule 402 and Rule 403 and will not exceed SCAQMD significance threshold, therefore the impact will be **less than significant**.

SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in **Table H.**

Table H – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance

	Pollutant Emissions (pounds/day)						
	VOC	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**	**Lead**
Construction	75	100	550	150	150	55	3
Operation	55	55	550	150	150	55	3

Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

Local Air Quality. Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5. The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. The project site is 5.16-acres, which is closest to the 5-acre project site shown in the Look-Up Tables. Therefore, the 5-acre project site shown in the Look-Up Tables has been utilized in this analysis. The project site is located in Air Monitoring Area 23, which covers Metropolitan Riverside County. For PM10 and PM2.5, which are based on a 24-hour standard, the nearest sensitive receptors are offsite workers located as near as 135 feet (41 meters) west of the project site. Since the Look-up Tables only provide emissions thresholds for 25, 50, 100, 200 and 500 meters, the threshold for 41 meters was interpolated from the 25 meter and 50 meter thresholds provided in the Look-Up Tables. For NOx, which is based on a 1-hour threshold and CO, which is based on an 8-hour threshold, the nearest sensitive receptors are single-family homes located as near as 2,500 feet (762 meters) northeast of the project site. In order to provide a conservative analysis, the 500 meter threshold provided in the Look-Up Tables was utilized in this analysis.
Table I below shows the LSTs for NO_2, PM10 and PM2.5 for both construction and operational activities.

Table I – SCAQMD Local Air Quality Thresholds of Significance

	Allowable Emissions (pounds/day)[1]			
Activity	**NOx**	**CO**	**PM10**	**PM2.5**
Construction	780	22,530	30	9
Operation	780	22,530	8	3

Notes:
[1] The nearest sensitive receptors are offsite workers located 135 feet (41 meters) west of the project site and single-family homes located 2,500 feet (762 meters) northeast of the project site. The PM10 and PM2.5 thresholds were interpolated from the 25 and 50 meter thresholds and in order to provide a conservative analysis, the 500 meter threshold were utilized for both NOx and CO.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 23, Metropolitan Riverside County.

Short Term Construction Emission. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Air quality impacts could occur during construction of the proposed project from soil disturbance, and equipment exhaust. Major source of emission during grading and site preparation include (1) exhaust emission from construction vehicles, (2) equipment and fugitive dust generated by construction vehicles and equipment traveling overexposed surfaces., and (3)soil

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

disturbances from grading and backfilling. The proposed project would consist of the development of a wholesale lumber warehouse facility, which would include construction of an approximately 3,331-square foot property office, 21,000-square feet of lumber racks, 186,560-square feet of paved area, and a railroad spur. The construction emissions have been analyzed for both regional and local air quality impacts as well as potential toxic air impacts.

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in **Table J**. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently, Table J also shows the combined criteria pollutant emissions from building construction, paving and architectural coating phases of construction.

Equipment Exhaust and Related Construction Activities: Construction activities produce combustion emission from various sources (e.g., grading, site preparation, motor vehicle transporting the construction crew). Proposed project is required to comply with SCAQMD Rules 402, 403, California Green Building Standards, CARB Regulations for In-Use Off-Road Diesel Vehicles.

Table J – Construction-Related Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Grading[1]						
Onsite[2]	3.07	33.89	17.10	0.03	4.33	2.95
Offsite[3]	0.13	0.85	1.00	0.00	0.21	0.06
Total	**3.20**	**34.74**	**18.10**	**0.03**	**4.54**	**3.01**
Railroad Spur Construction[4]						
Onsite	0.79	9.02	3.80	0.01	0.42	0.38
Offsite	0.03	0.02	0.28	0.00	0.06	0.02
Total	**0.82**	**9.04**	**4.08**	**0.01**	**0.48**	**0.40**
Building Construction						
Onsite	2.68	23.39	17.58	0.03	1.50	1.50
Offsite	0.66	4.60	5.22	0.02	1.26	0.37
Total	**3.34**	**27.99**	**22.80**	**0.05**	**2.76**	**1.87**
Paving						
Onsite	2.20	17.52	17.80	0.02	0.96	0.88
Offsite	0.09	0.06	0.74	0.00	0.17	0.05
Total	**2.29**	**17.58**	**18.54**	**0.02**	**1.13**	**0.93**
Architectural Coatings						
Onsite	14.28	2.01	1.85	0.00	0.15	0.15
Offsite	0.11	0.07	0.89	0.00	0.20	0.05
Total	**14.39**	**2.08**	**2.74**	**0.00**	**0.35**	**0.20**
Combined Building Construction, Paving, and Architectural Coatings	**20.02**	**47.65**	**44.08**	**0.07**	**4.24**	**3.00**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
[4] Railroad Spur construction set as Trenching phase in the CalEEMod Model.
Source: CalEEMod Version 2016.3.1.

Rule 403- Fugitive Dust
Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures which include but are not limited to the measures below.

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Apply nontoxic chemical stabilizers according to manufacturer specifications to all construction areas that will remain inactive for 10 days or longer.
- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- Replant all disturbed area as soon as practical.
- Suspend all grading activities when wind speeds (including wind gusts) exceed 25 miles per hour.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors and will ensure that fugitive dust generation will be **less than significant**.

Rule 1113 – Architectural Coatings
Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113. Therefore, impact due to application of architectural coatings will be **less than significant** and no mitigation is required.

Construction-Related Local Impacts. Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The local air quality emissions from construction were analyzed through utilizing the methodology described in Localized Significance Threshold Methodology (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. **Table K** shows the onsite emissions from the CalEEMod model for the different construction phases. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently, Table K also shows the combined local criteria pollutant emissions from building construction, paving and architectural coating phases of construction.

Table K – Construction-Related Local Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)			
Phase	**NOx**	**CO**	**PM10**	**PM2.5**
Grading[1]	33.89	17.10	4.33	2.95
Railroad Spur	9.02	3.80	0.42	0.38
Combined Building Construction, Paving, and Architectural Coatings	42.92	37.23	2.61	2.53
- *Building Construction*	*23.39*	*17.58*	*1.50*	*1.50*
- *Paving*	*17.52*	*17.80*	*0.96*	*0.88*
- *Architectural Coatings*	*2.01*	*1.85*	*0.15*	*0.15*
SCAQMD Thresholds for 41 meters (135 feet) and 762 meters (2,500 feet)[2]	**780**	**22,530**	**30**	**9**

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest sensitive receptors are offsite workers located 135 feet (41 meters) west of the project site and single-family homes located 2,500 feet (762 meters) northeast of the project site. The PM10 and PM2.5 thresholds were interpolated from the 25 and 50 meter thresholds and in order to provide a conservative analysis, the 500 meter threshold were utilized for both NOx and CO.
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 23, Metropolitan Riverside County.

The data provided in Table K shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either the grading phase, the railroad spur construction phase, or the combined building construction, paving, and architectural coatings phases. Therefore, a **less than significant** local air quality impact would occur from construction of the proposed project.

Operational Emissions. The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on-going operations of the proposed project. The potential operations-related air emissions have been analyzed below for the regional and local criteria pollutant emissions and cumulative impacts.

Operations-Related Criteria Pollutant Analysis. The operations-related criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod. The worst-case summer or winter VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in **Table L**

Table L – Operational Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[1]	0.63	0.00	0.02	0.00	0.00	0.00
Energy Usage[2]	0.00	0.01	0.01	0.00	0.00	0.00
Mobile Sources[3]	0.15	1.12	2.28	0.01	0.57	0.16
Off-Road Equipment[4]	1.43	12.60	9.69	0.01	1.01	0.93
Switch Locomotive[5]	0.60	5.54	1.02	0.01	0.24	0.23
Total Emissions	**2.81**	**19.27**	**13.02**	**0.04**	**1.82**	**1.32**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage (excluding hearths).
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] Off-road equipment consist of emissions from 4 diesel forklifts operating 16-hours per day.
[5] The switch locomotive emissions were based on the locomotive running 20 minutes per day and idling 15 minutes per day.
Source: Calculated from CalEEMod Version 2016.3.1 and EPA, 2009

The data provided in Table L above shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a **less than significant** regional air quality impact would occur from operation of the proposed project**.**

Operations-Related Local Air Quality Impacts. Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips. CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours. At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state, have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards[1]. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Switch Locomotives. In order to account for the emissions associated with the operation of a switch locomotive delivering rail cars to the project site, the emissions rates provided in Emission Factors for Locomotives, prepared by the EPA, April 2009. The switch locomotive emission rates for a Tier 1 engine from the report are detailed in Table G. The analysis assumed that one rail delivery per day would occur that would increase the switch locomotive running time by 20 minutes and idling time by 15 minutes.

Table G – Switch Locomotive Emission Rates and Project Daily Emissions

			Engine Load Factor		Onsite Travel Time		Project Emissions		
Pollutants	**Emissions (gr/bhp-hr)**	**Horse-power**	**Notch 0 (Idling)**	**Notch 1 (Running)**	**Idling (min)**	**Running (min)**	**Idling (grams)**	**Running (grams)**	**Combined (pounds)**
VOC	1.06	1200	59.8%	12.4%	15	30	190.80	79.13	**0.60**
NOx	9.90	1200	59.8%	12.4%	15	30	1776.06	736.56	**5.54**
CO	1.83	1200	59.8%	12.4%	15	30	328.30	136.15	**1.02**
SO_2	0.03	1200	59.8%	12.4%	15	30	5.20	2.16	**0.02**
PM10	0.43	1200	59.8%	12.4%	15	30	77.14	31.99	**0.24**
PM2.5	0.42	1200	59.8%	12.4%	15	30	74.83	31.03	**0.23**

Source: EPA, 2009.

Mobile Sources. Mobile sources include emissions the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed based on anticipated operational information provided by the applicant of a project trip rate of 44 daily trips. This was calculated based on eight daily truck trips and 36 daily employee trips, which is based on 12 employees each creating three trips per day. Due to the proposed project's location, the average commercial-customer (C-C) trip length was increased to 40 miles and the C-C trip percentage as set to 18 percent to account for the anticipated 8 daily truck trips generated by the proposed project. All other trip lengths utilized the CalEEMod default values of 16.6 miles for commercial-work (C-W) and 6.9 miles for commercial-nonwork (C-NW). No other changes were made to the CalEEMod default mobile source parameters or mitigation measures.

Off-Road Equipment. In order to account for the emissions associated with the operation of forklifts that have the potential to be gas or diesel powered on the project site, four diesel forklifts operating 16 hours per day were added to the CalEEMod model.

Local Criteria Pollutant Impacts from Onsite Operations. Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The local air quality emissions from on-site operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table M shows the on-site emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table M – Operations-Related Local Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)			
On-Site Emission Source	**NOx**	**CO**	**PM10**	**PM2.5**

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

Area Sources	0.00	0.02	0.00	0.00
Energy Usage	0.01	0.01	0.00	0.00
Onsite Vehicle Emissions[1]	0.14	0.29	0.07	0.02
Off-Road Equipment[2]	12.60	9.69	1.01	0.93
Switch Locomotive[3]	5.54	1.02	0.24	0.23
Total Emissions	**18.29**	**11.03**	**1.32**	**1.18**
SCAQMD Thresholds for 41 meters (135 feet) and 762 meters (2,500 feet)[4]	**780**	**22,530**	**8**	**3**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Onsite vehicle emissions based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] Off-road equipment consists of emissions from 4 diesel forklifts operating 16-hours per day.
[3] The switch locomotive emissions were based on the locomotive running 30 minutes per day and idling 15 minutes per day.
[4] The nearest sensitive receptors are offsite workers located 135 feet (41 meters) west of the project site and single-family homes located 2,500 feet (762 meters) northeast of the project site. The PM10 and PM2.5 thresholds were interpolated from the 25 and 50 meter thresholds and in order to provide a conservative analysis, the 500 meter threshold were utilized for both NOx and CO.
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Area 23, Metropolitan Riverside County.
[1] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

The data provided in Table M shows that the on-going operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 6.2. Therefore, the on-going operations of the proposed project would create a **less than significant** operations-related impact to local air quality due to on-site emissions and no mitigation would be required**.** In addition, the project design will comply with Title24 of the CCR established by California Energy Commission (CEC) regarding energy conservation and green building standards The proposed project will include light-colored roof, an exterior windows will have sun shade devices for efficient energy conservation to reduce operational air quality emissions. Therefore, project -related-long-term air quality impact will be **less than significant** and no mitigation is required.

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)?	☐	☐	☒	☐

3c. Response: ***(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, CalEEMod 2007 Model, and Air Quality and Greenhouse Gas Assessment prepared by Vista Environmental, October 23, 2017)***

Less Than Significant. The proposed project would not 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). Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel throughout the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature. The project area is out of attainment for ozone and PM10 and PM2.5 particulate matter. In accordance with CEQA Guidelines Section 15130(b), this analysis of cumulative impacts incorporates a three-tiered approach to assess cumulative air quality impacts. (1) Consistency with the SCAQMD project specific thresholds for construction and operations; (2) Project consistency with existing air quality plans; and (3) Assessment of the cumulative health effects of the pollutants.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Consistency with Project Specific Thresholds **Construction-Related Impacts.** The project site is located in the South Coast Air Basin, which is currently designated by the EPA for federal standards as a non-attainment area for ozone and PM2.5 and by CARB for the state standards as a non-attainment area for ozone, PM10, and PM2.5. The regional ozone, PM10, and PM2.5 emissions associated with construction of the proposed project have been calculated. The above analysis found that development of the proposed project would result in less than significant regional emissions of VOC and NOx (ozone precursors), PM10, and PM2.5 during construction of the proposed project. Therefore, a **less than significant** cumulative impact would occur from construction of the proposed project. **Operational-Related Impacts** The greatest cumulative operational impact on the air quality to the Air Basin will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. In accordance with SCAQMD methodology, projects that do not exceed SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The regional ozone, PM10, and PM2.5 emissions created from the on-going operations of the proposed project have been calculated. The above analysis found that development of the proposed project would result in **less than significant** regional emissions of VOC and NOx (ozone precursors), PM10, and PM2.5 during operation of the proposed project. With respect to long-term emissions, this project would create a **less than significant** cumulative impact. **Consistency with Air Quality Plans** As detailed above in Section 3.b, the project site is currently designated as B/OP – Business/Office Park and PF – Public Facilities in the General Plan and is zoned BMP - Business and Manufacturing Park. Approximately 40 feet wide strip of land located along West property line has been designated in the General Plan Land Use as PF- Public Facilities. This part of the project site belongs to Airport Zone A – Runway Protection Zone and will remain in use as Zone A. Therefore, the land use is consistent with the General Plan designation. The General Plan Land Use Policy LU-22.5 mandate the review of proposed projects within the Riverside Municipal Airport influence area for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible. The proposed project has been reviewed and found Conditionally Consistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan. The PF- Public Facilities land use comprise of Zone A – Runway Protection Zone would not be usable for any other Land Uses. The condition of RCALUC approval ensure the requirements for Zone A and the Land Use designation intention will be met. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMPs for the Air Basin. Therefore, project related air quality impact will be **less than significant**.				
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

3d. Response: ***(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, CalEEMod, and Air Quality and Greenhouse Gas Assessment prepared by Vista Environmental October 23,' 2017) – Appendix "A")***

Less than significant. Sensitive Receptors. The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptors are workers located within adjacent nearby facilities located as near as 135 feet west of the project site and single-family homes located as near as 2,500 feet northeast of the project site.

Construction-Related Sensitive Receptor Impacts. Construction of the proposed project may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

Local Criteria Pollutant Impacts from Construction. The local air quality impacts from construction of the proposed project has been analyzed above in Section 7.3 and found that the construction of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 3.b. Therefore, construction of the proposed project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

Toxic Air Contaminants Impacts from Construction. The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts. The on-going operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips. CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided above in Section 3.b shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, operation of the proposed project would result in a less than significant exposure of offsite sensitive receptors to substantial pollutant concentrations.

Local Criteria Pollutant Impacts from Onsite Operations. The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided above in Section 7.3 found that the operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 3.b. Therefore, the on-going operations of the proposed project would create a **less than significant** operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts. Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. According to Health Risk Assessments for Proposed Land Use Project, prepared by CAPCOA, July 2009, recommends that sensitive receptors should not be placed within 1,000 feet of distribution centers that generate more than 100 trucks per day or

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
more than 40 trucks per day with transport refrigeration units (TRUs). The project applicant has stated that the proposed project would generate 8 truck trips per day. The proposed wholesale lumber facility is not anticipated to have refrigerated warehouses, so none of the daily truck trips would include operational TRUs. Since the nearest sensitive receptors are located over 1,000 feet away and the proposed project would generate less than the 100 trucks per day threshold that would have the potential to create a significant TAC impact at the nearby sensitive receptors as determined by CAPCOA's screening criteria, a **less than significant** TAC impact would occur during the on-going operations of the proposed project and no mitigation would be required.				
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3e. Response: (Source: Air Quality and Greenhouse Gas Assessment prepared by Vista Environmental May 22, 2017*; Revised October 23, 2017 – Appendix "A"*)

Less than significant. Objectionable Odors. The proposed project would not create objectionable odors affecting a substantial number of people. Potential odor impacts have been analyzed separately for construction and operations below. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration.

Construction-Related Odor Impacts. Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Due to the transitory nature of construction odors, a **less than significant odor impact** would occur and no mitigation would be required.

Potential Operations-Related Odor Impacts. The proposed project would consist of the development a wholesale lumber facility and paved areas. Potential sources that may emit odors during the on-going operations of the proposed project would primarily occur from odor emissions from the trash storage areas and from operation of diesel equipment. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently and would not likely be noticeable for extended periods of time beyond the project site boundaries. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, a **less than significant** odor impact would occur and no mitigation would be required.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. 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?	☐	☒	☐	☐

4a. Response: ***(Source: General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area and Habitat Assessment prepared by VHBC INC on November 5, 2017 – Appendix "B")***

Less than significant with Mitigation Incorporated. A biological resources assessment of the project site was completed by VHBC Inc. The assessment included a biological reconnaissance survey. The purpose of the survey was to determine the presence or absence of burrowing owl (Athena cunicularia), vernal pools, riparian habitats, and additional biological resources identified in the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP).

The project site is a 5.16-acre parcel, consisting of gradual slope that is dominated by non-native invasive flora present on a soil substrate that has been disced seasonally for weed control purposes and possible fire suppression. No native plant communities are on the degraded site. The site does not include any drainages or vernal pool habitat. The soils on-site do not support typical vernal pool species.

Vegetation on-site is dominated by sprouting and short non-native invasive grasses and forbs. Native vegetation is sparse and occurs in very limited numbers as individual plants growing on the roadside edges. There are no native plant communities on-site and therefore mapping of the plant communities was limited to agricultural/disturbed land.

Impacts to the burrowing owl and Narrow Endemic Plant Species as a result of the proposed project are not considered significant because they do not occur on-site and because of the following:
- the absence of habitat
- degraded site condition
- minimal loss of only marginal foraging habitat for birds overflying the area
- no avian nesting habitat
- no impacts on MSHCP cells or linkages

Although burrowing owls were not detected at the project site during focused surveys the site does include marginal foraging habitat with the potential attract burrowing owls when in transit. Pursuant to MSHCP Objective 6 for burrowing owls, projects are required to conduct pre-construction presence/absence surveys for burrowing owls within the survey area where suitable habitat is present. As such the following measure is recommended to avoid direct impacts to burrowing owls:

A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are detected on site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP. Nesting habitat is minimal on-site and no nesting birds were observed during site surveys. As a precaution it was recommend that during the burrowing owl pre-construction survey the biologist also recheck the site for nesting birds.

Impacts would be less than significant with the implementation of Mitigation Measure B-1 and B-2.

Mitigation Measures

MM-B-1: Prior to the issuance of a grading permit, focused surveys for the burrowing owl shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside County MSHCP Area. The protocol surveys must be conducted by a qualified biologist four times during the breeding season (March 1 through August 31). Surveys must be

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

conducted during appropriate weather conditions and must be completed between dawn and noon. A mandatory preconstruction survey for owls shall be conducted within 30 days prior to ground disturbance.

If owls are observed during the preconstruction survey, additional mitigation measures shall be warranted. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season as described in Mitigation Measure B-2 and/or passive relocation of burrowing owls. A specific mitigation methodology for the owl shall be determined in consultation between the City of Riverside and the Western Riverside County Regional Conservation Authority.

MM-B-2: Due to the potential for nesting birds, including raptor species, and burrowing owl habitat on the Proposed Project site, pre-construction surveys shall be conducted. 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.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors or nesting burrowing owls) 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.

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

4b. Response: ***(Source: General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, Habitat Assessment prepared by VHBC INC on May 20, 2017; Revised November 5 2017 – Appendix "B")***

No Impact. The project site is not located within any MSHCP Narrow Endemic Plant Species Survey Areas (NEPSSA). A general habitat assessment for any potential sensitive plant species was conducted during the field survey. No narrow endemic or sensitive plant species, vernal pools, riparian habitat, or evidence of inundation was observed on the project site during the field survey conducted as part of the biological assessment. Therefore, the Proposed Project would have **no impact** on any riparian habitat or other sensitive natural community.

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?	☐	☐	☐	☒

4c. Response: ***(Source: City of Riverside GIS/CADME USGS Quad Map Layer, Habitat Assessment prepared by VHBC INC on May 20, 2017 – Appendix "B")***

No Impact. The project is located within an industrial area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on site or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
soils and thus does not include USACOE jurisdictional drainages or wetlands. Therefore, the project would have **no impact** to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly and cumulatively.				
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?	☐	☐	☐	☒
4d. Response: ***(Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage and Habitat Assessment prepared by VHBC INC on May 20, 2017 ;Revised November 5th 2017 – Appendix "B"))*** **No Impact.** The project site is located within an industrial built-up area surrounded by existing development and would not result in a barrier to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the Proposed Project would have **no impact** to wildlife movement.				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
4e. Response: ***(Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual, and Habitat Assessment prepared by VHBC INC on May 20, 2017 – Appendix "B"))*** **No Impact.** Implementation of the Proposed Project is subject to all applicable Federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. In addition, the Proposed Project is required to comply with Riverside Municipal Code Section 16.72.040 establishing the MSHCP mitigation fee and Section 16.40.040 establishing the Threatened and Endangered Species Fees. Any project within the City of Riverside's boundaries that proposes planting a street tree within a City right-of-way must follow the Urban Forest Tree Policy Manual. The Manual documents guidelines for the planting, pruning, preservation, and removal of all trees in City rights-of-way. The specifications in the Manual are based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute. The Proposed Project would be implemented in compliance with the Urban Forest Tree Policy Manual. **No impact would occur.**				
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?	☐	☒	☐	☐
4f. Response: ***(Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens' Kangaroo Rat Habitat Conservation Plan– and Habitat Assessment prepared by VHBC INC on May 20, 2017; Revised November 5th 2017 – Appendix "B")*** **Less than significant with Mitigation Incorporated.** The Project site is located within the "Cities of Riverside and Norco" Area Plan, and is not located within the Criteria Area (Figure 5). Therefore, Project is not subject to the HANS or JPR processes. The Project site is located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) and Burrowing Owl Survey Area, but is not located within the Criteria Area Plant Species Survey Area (CAPSSA), Mammal or Amphibian Survey Areas. The study of species as designated within the MSHCP have survey requirements based on a project's occurrence within a designated survey area and/or based on the presence of suitable habitat. These include Narrow Endemic Plant Species				

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

(MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animals species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats, i.e., least Bell's vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp (MSHCP Volume I, Section 6.1.2).

Biological studies were conducted in order to identify and analyze actual or potential impacts to biological resources associated with the project site. Observations of all plant and wildlife species were recorded during each of the survey efforts (Floral Compendium and Faunal Compendium). The studies completed addressed the following MSHCP requirements: Section 6.1.3 Narrow-Endemic Plant Species; MSHCP Section 6.3.2 Burrowing owl; MSHCP Section 6.1.2 Riparian/Riverine areas and Vernal Pools; MSHCP Section 6.1.4 Urban/Wildlands Interface.

- MSHCP Section 6.1.2 Riparian/Riverine areas and Vernal Pools
  The 5.16-acre site does not include riparian/riverine or vernal pool habitat. There are no drainages on-site and the lacks the vegetation and soils required to comprise riparian/riverine or vernal pool habitat.

- MSHCP Section 6.1.3 Narrow Endemic Plant Species - San Miguel savory (Clinopodium chandleri), San Diego ambrosia (Ambrosia pumila), and Brand's phacelia (Phacelia stellaris). The soils on-site do not meet the requirements of any Narrow Endemic Plant Species. No signs of these plants were observed during these biological surveys.
  - Brand's phacelia (Phacelia stellaris) CNPS 1B (RED Code 3-3-2) – No habitat present Within western Riverside County, Brand's phacelia is restricted to sandy benches along the Santa Ana River and is not present on-site.
  - San Miguel savory (Clinopodium chandleri) CNPS List 4 (RED Code 1-2-2) – No habitat present This species is associated with rocky, gabbroic and metavolcanic substrates in coastal sage scrub, chaparral, cismontane woodland, riparian woodland, and valley and foothill grasslands (CNDDB 2000). These do not occur on-site.
  - San Diego Ambrosia (Ambrosia pumilla) FE, CNPS 1B1 – No habitat present This species requires vernal pools found within coastal sage scrub, chaparral or Valley Foothill grassland which is not present on-site.

- MSHCP Section 6.1.4 Urban/Wildlands Interface - The 5.16-acre site is surrounded by existing development including Riverside Airport to the south, railroad tracks to the north, commercial land to the east and a small open field to the west. Development of the site will maintain the existing Urban/Wildlands interface.

- MSHCP Section 6.3.2 Additional Survey Needs and Procedures - Burrowing Owl (Athene cunicularia) No signs of the burrowing owl were observed on-site. The site can be used by transient burrowing owls that are foraging in the region, but no burrowing owl burrows are present.

The Proposed Project is consistent with the policies and procedures of the MSHCP, with the incorporation of Mitigation Measures B-1 through B-2. Mitigation Measures B-1 and B-2 address potential impacts to burrowing owl and nesting birds during project construction as described in response 4a, shown above. **With mitigation impacts are considered less than significant.**

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. 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?	☐	☐	☒	☐

5a. Response: ***(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code, and Site Specific Cultural Resources Study prepared by Brian F. Smith and Associates on September 13, 2017 – Appendix "C")***

The Proposed Project is not within a General Plan Historical District or Neighborhood Conservation Area, and would not conflict with the General Plan goals for these areas. A cultural resources assessment was conducted for the Proposed Project by Brian F. Smith and Associates (Brian F. Smith 2017). The assessment included a cultural resources records search at the Eastern Information Center (EIC) at the University of California Riverside, a search of the Sacred Lands File request from the Native American Heritage Commission (NAHC), and an intensive systematic pedestrian survey of the project site.

A field survey was conducted by Brian F. Smith and Associates as part of the cultural resources assessment. As a result of the field survey, no historical resources were located on the property. Additionally, the Camp Anza Railroad Spur line runs just outside the northern boundary of the property, no railroad related historic materials or features were noted on the subject property, and the spur line was found to be not significant under City of Riverside, CRHR, and NRHP designation criteria.

Given the results of the study and the absence of any potential to encounter historical resources during grading of this property for the proposed project, no site-specific mitigation measures are recommended. Monitoring of grading is not required given the poor potential for buried resources at this location. Therefore, impacts from project implementation would be **less than significant.**

b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	☐	☐	☒	☐

5b. Response: ***(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study Site Specific Cultural Resources Study prepared by Brian F. Smith and Associates on September 13, 2017 – Appendix "C")***

Less than significant impact. The prehistoric archaeological sensitivity of the project area is believed to be low. No archaeological resources have been previously recorded on the site and none were recorded during the field survey (Brian F. Smith 2017). The survey of the subject property did not locate any archaeological sites, features, or artifacts within the project. It appears that the parcel has been previously disturbed and possibly graded. Google Earth historical images show the property as continuously disked for cultivation or clearing for the past 25 years. The property does not exhibit any archeological features and has not elements that would suggest prehistoric use might have taken place here. Therefore, impacts from project implementation would **be less than significant.**

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

5c. Response: ***(Source: General Plan 2025 Policy HP-1.3, Site Specific Cultural Resources Study prepared by Brian F. Smith and Associates on September 13, 2017 – Appendix "C")***

Less than significant impact. The cultural resources study of the proposed project prepared by Brian F. Smith and Associates resulted in the determination that no paleontological sites have been previously recorded on or near this property and that the field survey confirmed the absence of any cultural resources. The property does not exhibit any characteristics that might suggest prehistoric use of this location. **Therefore, impacts to paleontological resources as a result of the Proposed Project would be less than significant.**

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

5d. Response: ***(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)***

Less than significant impact No formal cemeteries are located in or near the project area. Most Native American human remains are found in prehistoric archaeological sites. No prehistoric archaeological sites have been recorded within the project site (Brian F. Smith 2017). Therefore, the Proposed Project has little potential to disturb human remains. Impacts to unknown resources would be **less than significant.**

6. GEOLOGY AND SOILS. 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.	☐	☐	☒	☐

6i. Response: ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR Soil Investigation Report prepared by Soil exploration Company, Inc. dated October 25, 2016 – Appendix "D")***

Less Than Significant Impact. The entire southern California region, including the project area, is considered seismically active. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 with the main purpose of reducing the hazard of surface faulting to structures built for human occupancy. In the City of Riverside, there are no Alquist-Priolo zones, and the project site does not contain any known fault lines. The nearest active Alquist-Priolo Fault Zones to the project site are the San Jacinto Fault and Chino-Central (Elsinore) Fault, located approximately 10.8 miles northeast and southwest of the project site, respectively. During its design life, the site is expected to experience moderate to strong ground motions from earthquakes on regional and/or nearby causative faults. Proper engineering design and construction in conformance with the California Building Code (CBC) standards would ensure that seismic ground shaking would be reduced to **less than significant** levels. No mitigation is required.

The proposed rail spur design must be completed to match guidelines as written in the Union Pacific Technical Specifications for the Construction of Industrial Tracks. The rail spur design had to be submitted, reviewed and approved by the Union Pacific. An industrial track agreement will be submitted from the Union Pacific to Jones Lumber prior to the beginning of construction. After construction is complete, a final inspection is done by a Union Pacific representative to make sure the spur was built to the plans and specifications. The Union Pacific will not operate on the spur until the final inspection and signoff are completed. There are no City or County inspections involved in railroad track construction, only the governing Railroad.

ii. Strong seismic ground shaking?	☐	☐	☒	☐

6ii. Response: ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, California Code of Regulations – Title 24, Soil Investigation Report prepared by Soil exploration Company, Inc. dated October 25, 2016 -Appendix "D")***

Less Than Significant Impact. Like all of southern California, the project site has and will continue to be subject to ground shaking generated from activity on local and regional faults. The San Jacinto Fault Zone and the Elsinore Fault Zone, located northeast and southwest of the City, have the potential to cause moderate to large earthquakes that will result in intense ground shaking. The San Jacinto Fault and Chino-Central (Elsinore) Fault, located approximately 10.8 miles northeast and southwest

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

of the project site, respectively. During its design life, the site is expected to experience moderate to strong ground motions from earthquakes on regional and/or nearby causative faults.

The proposed rail spur design must be completed to match guidelines as written in the Union Pacific Technical Specifications for the Construction of Industrial Tracks. The rail spur design had to be submitted, reviewed and approved by the Union Pacific prior to project acceptance. An industrial track agreement will be submitted from the Union Pacific to Jones Lumber prior to the beginning of construction. After construction is complete, a final inspection is done by a Union Pacific representative to make sure the spur was built to the plans and specifications. The Union Pacific will not operate on the spur until the final inspection and signoff are completed. There are no City or County inspections involved in railroad track construction, only the governing Railroad.

The proposed office and lumber racks are not intended for permanent, full-time human occupancy, and compliance with applicable 2016 CBC (California Code of Regulations, Title 24) regulations, which establish engineering standards appropriate for the potential seismic hazards of the project site, will result in an office and lumber racks designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life as a result of strong seismic ground shaking.

The project-specific geotechnical investigation (Appendix D) presented site-specific seismic design parameters in accordance with the 2016 CBC and based, in part, on site-specific soil conditions, occupancy, the configuration of the proposed structure including the structural system and height, and proximity of known faults to the project site. The adherence to applicable 2016 CBC seismic design parameters would ensure the potential ground shaking impact are reduced to a **less than significant** level and therefore no mitigation is required.

Table 6.A: 2016 California Building Code Seismic Design Parameters

2016 CBC Seismic Parameters		
Site coordinates	**Latitude 33.9573**	**Longitude -117.4476**
Mapped Spectral Response Acceleration	Ss =1500	S_1= 0.600
Site Coefficients (Class D)	Fa = 1	Fv = 1.5
Maximum Considered Earthquake (MCE) Spectral response Acceleration	S_{MS} = 1.5	S_{M1} = 0.900
Design Spectral Response Acceleration Parameters	**S_{ds} =** 1	**S_{D1} =** 0.600
Seismic Design Category	D	
Peak Ground Acceleration	0.5g	

Incorporation of these site specific seismic design parameters into the project design will minimize the potential damage that will occur as a result of strong seismic ground shaking.

Standard Condition: Implementation of Standard Condition GS-1 will ensure site-specific seismic design parameters in accordance with the 2016 CBC are implemented during construction and operation of the proposed project.

Standard Condition GS-1: 2016 CBC Seismic Design Parameters:

Prior to issuance of grading permits, the project applicant or its designee shall demonstrate that all applicable 2016 CBC seismic design parameters are integrated in to the structural design of the proposed office building. This measure shall be implemented to the satisfaction of the Director of the City of Riverside Community and Economic Development Department, Building and Safety Division, or designee. Implementation of Standard Condition GS-1 will ensure site-specific seismic design parameters in accordance with the 2016 CBC are implemented during construction and operation of the proposed project and will result in an office structure designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life as a result of strong seismic ground shaking. With implementation of Standard Condition GS-1, impacts associated with strong seismic ground shaking will be **less than significant.** No mitigation is required**.**

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

6iii. Response: ***(Source:*** **General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, Riverside General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential,** ***Soil Investigation Report prepared by Soil exploration Company, Inc. dated October 25, 2016 - Appendix "D")***

Less Than Significant Impact. Liquefaction is a phenomenon that occurs when strong earthquake shaking causes soils to collapse from a sudden loss of cohesion and undergo a transformation from a solid to a liquefied state. Based on Riverside County TLMA Geotechnical/Liquefaction map and Riverside County GIS map (Figure 3) the site is not in the area of potential liquefaction. (Appendix D: Soil Investigation Page 2). Additionally, according to Figure 5.6-3, Generalized Liquefaction Zones, in the General Plan 2025 FPEIR, the project site is not identified in a liquefaction area.

The proposed project does not contain any structures that are intended for permanent, full-time human occupancy, so the dangers posed by liquefaction and subsequent ground failure in a seismic event are less than critical (i.e., compared to residential structures). Through compliance with the 2016 CBC and implementation of standard engineering and construction protocols, impacts associated with seismic-related ground failure, including liquefaction, will be reduced to **less than significant** levels. No mitigation is required.

The proposed rail spur design must be completed to match guidelines as written in the Union Pacific Technical Specifications for the Construction of Industrial Tracks. The rail spur design had to be submitted, reviewed and approved by the Union Pacific prior to project acceptance. An industrial track agreement will be submitted from the Union Pacific to Jones Lumber prior to the beginning of construction. After construction is complete, a final inspection is done by a Union Pacific representative to make sure the spur was built to the plans and specifications. The Union Pacific will not operate on the spur until the final inspection and signoff are completed. There are no City or County inspections involved in railroad track construction, only the governing Railroad.

iv. Landslides?	☐	☐	☒	☐

6iv. Response: (Source: Riverside General Plan and Supporting Documents Environmental Impact Report Figure 5.6-1 – Areas Underlain by Steep Slope, ***Soil Investigation Report prepared by Soil exploration Company, Inc. dated October 25, 2016- Appendix " D",*** **Title 18 – Subdivision Code, Title 17 – Grading Code, and Storm Water Pollution Prevention Plan SWPPP)**

Less Than Significant Impact. The Geology and Soils section of the City's General Plan 2025 FPEIR states that "areas of high susceptibility to seismically induced landslides and rockfalls correspond to steep slopes in excess of 30 percent." Figure 5.6-1 of the General Plan 2025 FPEIR indicates that the project area is located on land identified as having a 0 to 10 percent slope, which is the lowest of the four potential categories. Therefore, there will be **less than significant impacts** related to landslides. No mitigation is required.

b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

6b. Response: ***(Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, SWPPP and Soil Investigation Report prepared by Soil exploration Company, Inc. dated October 25, 2016 – Appendix "B")***

Less Than Significant Impact. Project-specific geotechnical borings encountered native alluvial soils comprising very dense and hard silty sands to the depth of five (5) feet, with underlying bedrock (Appendix B). During grading and construction activities, disturbance of soil by heavy construction equipment could result in erosion. State and federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, the proposed project must comply with the City Grading Code (Title 17) and erosion control standards (Title 18), both of which are designed to minimize soil erosion. In addition to preparation of an SWPPP, new development projects submitted to the City would be required to submit a project-specific Water Quality Management Plan (WQMP). The WQMP would identify measures to treat and/or limit the entry of contaminants into the storm drain

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
system. The WQMP is required to be incorporated by reference or attached to the project's SWPPP as the Post-Construction Management Plan. As soils covering the majority of the project site have a slight to moderate erosion hazard potential, imported fill material would be approved by a soils engineering firm, and because the project would be required to adhere to the City's Grading Ordinance, obtain an NPDES Permit, and prepare an SWPPP, construction and operational, impacts associated with soil erosion hazards are **less than significant.** No mitigation is required.				
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?	☐	☐	☒	☐

6c. Response: ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, Figure PS-3 – Soils with High Shrink-Swell Potential General Plan 2025 FPEIR Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Soil Investigation Report prepared by Soil Exploration Company, Inc. dated October 25, 2016- Appendix "B")***

Less Than Significant Impact. The project site is generally flat and gently slopes toward south-west, with approximately 10 feet of elevation differential across the site. The Geology and Soils section of the City's General Plan 2025 FPEIR states that "areas of high susceptibility to seismically induced landslides and rockfalls correspond to steep slopes in excess of 30 percent." Figure 5.6-1 of the General Plan 2025 FPEIR indicates that the project area is located on land identified as having a 0 to 10 percent slope, which is the lowest of the four potential categories. Therefore, there will be **less than significant impacts** related to landslides.

Project-specific geotechn

ical borings encountered native alluvial soils comprising very dense and hard silty sands to the depth of five (5) feet, with underlying bedrock (Appendix B). On-site soils are not considered susceptible to landslides or liquefaction. In the absence of a shallow groundwater table, lateral spreading is also unlikely. Therefore, there will be **less than significant impact** related to lateral spreading.

The Soil Investigation recommendations and Specifications will be implemented during construction of the proposed project in accordance with CBC 2016 and the City Grading Code (Title 17).

Over-excavation/Grading Office Building: Prior to issuance of building permits, the project applicant or its designee shall demonstrate all recommendations contained in the project-specific geotechnical investigation are implemented. Geotechnical recommendations include, but are not limited to, over-excavation of existing soils to a depth of at least five (5) feet beyond the building lines in plan, including canopies, walls, etc., three (3) feet below existing ground surface, and to a depth sufficient to remove all loose and porous soils. Following completion of over-excavation, the bottom of over-excavation should be scarified to a depth of at least 6 inches, watered to near optimum moisture and recompacted by utilizing heavy rubber tired equipment to at least 90 percent of the maximum dry density as determined by ASTM D1557-12.

New Pavement Areas: New pavement, ramps and driveway areas should be scarified to a depth of at least 12 inches, watered as necessary, and compacted to at least 95 percent relative compaction.

Cal/OSHA Classification/Temporary Excavations/trench excavations: In general Cal/OSHA classification on site soils is Type B. Temporary excavations greater than 5 feet in depth should be shored or sloped at an inclination of 1:1 in accordance with Cal/OSHA requirements:

Observation and testing/Quality Control/Report

Project geotechnical engineer should observe and/or test during the following stages of construction:
During site clearance and removal of any obstructions.
During all excavations, removal of porous/loose compressible soils, in-place processing of soils and all fill placement and compaction.
During preparation, moisture conditioning, and compaction of subgrades/base for slabs on-grade and AC pavement overlay.
Following footing excavations and prior to placement of footing materials.

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

During all trench backfills and compaction.
When any unusual conditions are encountered.

Final report: A final grading report control, including geotechnical data gathered, shall be prepared when rough grading is completed. The report shall include the laboratory test results, a map showing all removal depths, location and depth/elevation of field density test, tests methods and final foundation and pavement design recommendations.

The results of soluble sulfate tests performed by Cal Land Engineering, Inc. of Brea, California on select soil sample indicate negligible soluble negligible soluble sulfate exposure (less than 0.1% by weight). Concrete mix and slump should be in accordance with ACI guidelines. Tentatively Type II cement and concrete slump not exceeding 4 inches at the time of placement is recommended. It is recommended that additional soluble sulfate testing be conducted at the completion of rough grading to verify the soluble sulfate concentrations of the soils which are present at pad grade within the building area

Soluble Sulfate Testing: The project applicant or its designee shall conduct soluble sulfate testing at the completion of rough grading to verify the soluble sulfate concentrations of the soils present at pad grade within the building area are compliant with ACI guidelines. If soluble sulfate testing reveals high concentrations of soluble sulfates, specialized concrete mix designs must be implemented in accordance with ACI guidelines to ensure proper sulfate protection. This procedure shall be implemented to the satisfaction of the Director of the City of Riverside Community and Economic Development Department, Building and Safety Division, or designee.

Adherence to the Soil Report recommendations and specifications and to City Grading Code (Title 17) and erosion control standards (Title 18) of the City Municipal Code, will ensure the project site is adequately prepared to prevent the collapse of the graded pad and/or slopes. Therefore, impacts related to geologic conditions are reduced **to less than significant** levels.

The San Jacinto Fault Zone and the Elsinore Fault Zone, located northeast and southwest of the City, have the potential to cause moderate to large earthquakes that will result in intense ground shaking. The San Jacinto Fault and Elsinore Fault are each located approximately 10 miles from the project site. The proposed office and lumber racks is not intended for permanent, full-time human occupancy, and compliance with applicable 2016 CBC (California Code of Regulations, Title 24) regulations, which establish engineering standards appropriate for the potential seismic hazards of the project site, will result in an office and lumber racks designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life as a result of lateral spreading, subsidence, liquefaction, or collapse.

The proposed rail spur design must be completed to match guidelines as written in the Union Pacific Technical Specifications for the Construction of Industrial Tracks. The rail spur design had to be submitted, reviewed and approved by the Union Pacific prior to project acceptance. An industrial track agreement will be submitted from the Union Pacific to Jones Lumber prior to the beginning of construction. After construction is complete, a final inspection is done by a Union Pacific representative to make sure the spur was built to the plans and specifications. The Union Pacific will not operate on the spur until the final inspection and signoff are completed. There are no City or County inspections involved in railroad track construction, only the governing Railroad.

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?	☐	☐	☒	☐

6d. Response: ***(Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Page 6, Soil Investigation Report prepared by Soil Exploration Company, Inc. dated October 25, 2016- Appendix "D", and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)***

Less Than Significant Impact. Expansive soils, defined in the CBC, generally have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
dispersed and they can occur in hillside areas as well as low-lying alluvial basins. According to the soil investigation, the expansion potential of the onsite sandy soils is anticipated to be very low (EI<20). Therefore, no design considerations related to expansive soils are considered warranted for this project. However, additional expansion index testing is recommended at the completion of rough grading to verify the expansion potential of the as-graded building pad. Impacts associated with expansive soil are **less than significant**.				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
6e. Response: P*roject Preliminary Site Plan* **No Impact**. The proposed project will be connected to existing wastewater collection and conveyance facilities owned and operated by the City. Local wastewater will be collected and conveyed to the regional sewer system; therefore, septic tanks will not be necessary. Because the proposed project will not include the installation of septic tanks or alternative wastewater disposal systems**, no impact** will occur. No mitigation is required.				
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
7a. Response: *(Source: General Plan 2025 FPEIR Pages 5.3-1- 5.3-34 Air Quality and Greenhouse Gas Assessment prepared by Vista Environmental October 23, 2017 - Appendix "A")* **No impact.** The impact of buildout of the City's General Plan 2025 related to Greenhouses Gases (GHGs) was analyzed in the General Plan 2025 Final PEIR on pages 5.3-1 – pages 5.3-54, and was addressed in the Statement of Overriding Considerations for the General Plan. Pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the Proposed Project would result in an impact that was previously analyzed in the Final PEIR, which was certified by the City; (2) the Proposed Project would not result in any GHG impacts that were not addressed in the Final PEIR; (3) no substantial new information shows that impacts of the Proposed Project would be more significant than described in the Final PEIR; and (4) the Proposed Project is consistent with the General Plan 2025. **No impact would occur.**				
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
7b. Response: *(Source: Air Quality and Greenhouse Gas Assessment prepared by Vista Environmental May 22, 2017; Revised October 23, 2017 - Appendix "A")* **Less than significant.** 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 Propose Project would comply with all SCAQMD applicable rules and regulations during construction of the operational phase and will not interfere with the State's goals of reducing GHG emission to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Therefore, the Proposed Project would have a **less than significant impact** on GHG emissions.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS & HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

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

Less than significant. The proposed project includes an underground 8,000-gallon tank for diesel fuel, dispenser and related accessories. The proposed project is expected to result in the transport and use of the diesel fuel in ongoing operations. The facility will require a business emergency plan for the storage of hazardous materials. In addition, the City Fire Prevention Division requires submittal of plans for review and approval. Finally, ALUC Conditions require plans to be submitted for review and approval to the Riverside County Department of Environmental Health Hazardous Materials Management Branch prior to the installation of the underground storage tank (UST) system. The impacts associated with the transport and use of hazardous materials, such as diesel fuel, are expected to **be less than significant** with adherence to the existing regulations and recommended safety procedures.

The proposed project would result in the construction of outdoor storage yard uses. Potentially hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during the construction and/or occupancy of the proposed facilities. The transport, use, and storage of hazardous materials during the construction and operation of the site would be conducted in accordance with all applicable state and federal laws. Compliance with all applicable laws and regulations would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a **less than significant level.**

Prior to facility occupancy Federal, State and local laws, require that a hazardous materials Business Emergency Plan (BEP) must be submitted by any business that use, store and handle a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than determined by authorities. The BEP must be approved by the City of Riverside Fire Prevention Division. The facility will require a Hazardous Waste Permit if the hazardous waste is generated as defined in Title 22 of the California Code of Regulations.

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?	☐	☐	☒	☐

Response: ***(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside's EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM's Strategic Plan.)***

ss Than Significant Impact. Exposure to hazardous materials during the construction and operation of the proposed on-site uses would result from (1) the improper handling or use of hazardous substances; (2) transportation accident; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type, amount, and characteristic of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individual or environment affected. The transport, storage, and handling of hazardous material is governed by existing local, state, and federal regulations, including applicable sections of the California Code of Regulations. In City of Riverside, the Riverside County Community Health Agency, Department of Environmental Health is the local agency that has been certified by the California Environmental Protection Agency (CalEPA) to implement and ensure compliance with six state environmental and emergency programs. These programs include Hazardous Materials Business Plan/Emergency Response Plan, Hazardous Waste/Tiered Permitting, Underground Storage Tanks, Aboveground Storage Tanks, California Accidental Release Program, and the Uniform Fire Code Hazardous Materials Management Plan and Hazardous Material Inventory Statements. The Riverside County Community Health Agency, Department of Environmental Health, as the local agency

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

charged with implementing these programs, will provide permitting, inspections, and enforcement with the required regulations. Hazardous wastes produced on site are subject to requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. As with any operation in which hazardous materials are utilized, any on-site activity involving hazardous substances must adhere to applicable local, state, and federal safety standards, ordinances, or regulations. Businesses engaged in the use, storage, or transport of hazardous substances are monitored by various local (e.g, City of Riverside Fire Department) and State (e.g., Department of Toxic Substance Control) entities. Compliance with applicable regulations will ensure impacts associated with the use, transport, and storage of hazardous materials will **be less than significant.**

The proposed project will introduce the use of diesel fuel on site. An onsite release of diesel fuel from the storage tank would result in the release of fuel into the containment area where it could be recovered. The vapor pressure of the fuel is low, meaning that a hazardous vapor cloud that could migrate offsite and expose sensitive populations would not be expected to occur. This project is located far from any residential development or other sensitive receptors. A spill of hazardous materials could occur under upset conditions, e.g., earthquake, tank rupture, and tank overflow, resulting in potential releases. Spills also could occur from corrosion of containers, piping and process equipment; and leaks from seals or gaskets at pumps and flanges. A major earthquake would be a potential cause of a large spill. Other causes could include human or mechanical error. Construction of the storage tank and foundations in accordance with the California Building Code Seismic Category D requirements helps structures to resist major earthquakes without system failure. However, there may be some structural and non-structural damage following a major earthquake. The new storage tanks will be required to have a secondary containment area so that the rupture of a tank would be collected within the containment system and pumped to an appropriate tank for storage or sent off-site if the material cannot be used on-site. Therefore, no significant hazard impacts would be expected. Because of the containment system, spills are not expected to migrate from the facility and impacts are considered to be **less than significant**.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

8c. Response: ***(Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, Figure 5.13-4 – Other School District Boundaries, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code***

No Impact. The nearest existing school to the project site is Terrace Elementary school, which is located at 6601 Rutland Ave, over 1.0 mile to the west. There are no proposed schools located within a quarter mile of the project site. In the absence of an existing or proposed school within a quarter mile of the project site, no impact would occur. No mitigation is required.

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?	☐	☐	☐	☒

8d. Response: ***(Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, NPL, CORRACTS, RCRA -TSDF, LUST, Regulated Facilities 5.7-C – DTSC EnviroStor Database Listed Sites, Phase -I prepared by HEI Corporation, dated April 2015 -Appendix "E")***

No Impact. The Department of Toxic Substance Control (DTSC), which designates the sites for the Hazardous Waste and Substance Site List, does not indicate any underground storage tanks, hazardous waste generators, landfills, or other potentially hazardous materials located on the site. The project site was not listed in any of the databases searched. The adjoining property to the north, at 7000 Jurupa Avenue, is posted on Leaking Underground Storage Tank (LUST) list. The two LUST cases had been closed, it is not likely that the unauthorized release on this site would have affected the environmental condition of the subject property. No sites within 0.125 miles of the subject property are posted onto databases. Given the fact that the subject property is located in an industrial area, it is to be expected that several sites would be posted

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

onto one or more databases. There is no indication that any of the listed sites have affected the environmental condition of the subject property.

The historical aerial photographs and USGS maps from 1967 through 2012 and the site inspection do not indicate any agricultural activities. No significant environmental concerns remain on the site from the past use of pesticides. The proposed project site is not noted on public records reviewed in the Phase I Site Assessment as a known source of hazardous materials contamination. Therefore, **no impacts** will occur from this project directly, indirectly or cumulatively. No mitigation is required.

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?	☐	☐	☒	☐

8e. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, RCALUC Development Review Conditions- Appendix " F").***

Less Than Significant Impact. The nearest airport, Riverside Municipal Airport, is located across Central Avenue, south of the proposed project site. The Riverside County Airport Land Use Commission (ALUC) has developed a land use compatibility plan for the environs of the Riverside Airport known as the Riverside County Airport Land Use Compatibility Plan Policy Document ("Compatibility Plan"). Much of the property within Airport Influence Area Zone B1 and approximately a 40 foot wide strip of land along western property line is located within ALUC Influence Area Zone A. The proposed project consists of industrial uses and is consistent with allowable land uses and intensities in the Zone B1. This area is proposed for construction of storm water bioretention basin, human presence will be restricted to a periodic maintenance activity. The office building and lumber storage racks are located in Zone B1, are therefore compatible with the permitted uses and building structure height restrictions for the Zone B1 of the Riverside Municipal Airport. Riverside County ALUC Development Review has found the project Conditionally Consistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan in the report dated May 4, 2017. The Riverside County ALUC Appendix F conditions were amended to incorporate the provisions of the FAA's Determination of the No Hazard to Air Navigation letters issued on March 3, 2017 and April 26, 2017.

Following are the Conditions of Approval from the ALUC:

ALUC Condition 1.. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting plans shall be subject to review by airport management.

ALUC Condition 2. The Following uses/activities are not included in the proposed project and shall be prohibited at this site:

a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, places of worship, aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials, and hazards to flight.

ALUC Condition 3. The attached notice shall be given to all prospective purchasers and/or tenants of the property.

ALUC Condition 4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Riverside Municipal Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Riverside.

ALUC Condition 5. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for birds species that would be incompatible with airport operations shall not be utilized in project landscaping.

ALUC Condition 6. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review.

ALUC Condition 7. The applicant shall submit plans for the proposed underground fueling tanks with the Riverside County Department of Environmental Health Hazardous Materials Branch for review and approval according to the safety regulations and such mitigations shall be in place to protect the public safety in the event that an aircraft ruptures and ignites the fueling tanks.

ALUC Condition 8. Noise attenuation measures shall be incorporated into the design of the office building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

ALUC Condition 9. The applicant shall replace the proposed 6 foot high block wall located in Compatibility Zone A with 6 foot high chain link fence with slats and frangible breakaway posts.

The following conditions have been added subsequent to the ALUC hearing pursuant to the terms of the FAA Obstruction Evaluation Service letters issued on March 3, 2017 and April 26, 2017 for Aeronautical Study No. 2017-AWP-452 thru 456-OE.

ALUC Condition 10. The proposed office building shall be marked/lighted in accordance with Federal Aviation Administration (FAA) Advisory Circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, red lights – Chapters 4, 5 (Red), & 12, and such lighting shall be maintained therewith for the life of the project. The light standard, lumber rack, and wall/fence were also studies and need not be marked or lighted for aviation safety. However, if marking and/or lighting of such auxiliary structures for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

ALUC Condition 11. The proposed office structure shall not exceed a height of 30 feet above ground level and a maximum elevation at top point (Including all roof-mounted equipment, if any) of 809 feet above mean sea level.

ALUC Condition 12. The proposed lumber rack shall not exceed a height of 16 feet above ground level and a maximum elevation at op point of 792 feet above mean sea level.

ALUC Condition 13. The proposed light standard shall not exceed a height of 24 feet above ground level and a maximum elevation at top point of 802 feet above mean sea level.

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

ALUC Condition 14. The recommended chain link fence located in the Runway Protection Zone shall not exceed a height of six feet above ground level and a maximum elevation at top point of 778 feet above mean sea level.

ALUC Condition 15. The maximum heights and top point elevations specified above all not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

ALUC Condition 16. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 30 feet in height and a maximum elevation of 809 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

ALUC Condition 17. At least ten (10) days prior to construction of the light standard, installation of the rail spur, and erection of the lumber rack, FAA Form 7460-2 (Part 1), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure or improvement(s).

ALUC Condition 18. Within five (5) days after construction of the office building, the fence, the light standard, and/or the lumber rack reaches its greatest height and within five (5) days of commencement of rail operations, FAA Form 7460-2 (Part 2), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure or improvement(s).

ALUC Condition 19. Any failure or malfunction of the aviation safety lighting on the office building as required by Condition No. 10 above that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, shall be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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?	☐	☐	☒	☐

8f. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)***

Less Than Significant Impact – Please refer to the response within Section 8e, Impacts would be **less than significant impact** as defined in section 8e

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

8g. Response: ***(Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside's EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM's Strategic Plan)***

Less than Significant Impact. The City of Riverside has developed an extensive Emergency Operations Plan, created by the Emergency Management Office. The City's Fire Department promotes a high level of multijurisdictional cooperation and communication for emergency planning and response management through activation of the Standardized Emergency Management System (SEMS). The General Plan also provides policies to identify methods of implementing the emergency plan. Construction of the Proposed Project would require construction to occur within adjacent streets, for roadway improvements and infrastructure connections, and result in temporary construction truck traffic. During work in existing streets, the proposed construction will be of short duration so as not to interfere with an emergency response plan or emergency evacuation plan. The project will supply sufficient emergency access to the proposed project site; no emergency response plan would be impacted by the proposed project. Prior to issuance of a construction permit, Public Work Department

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
will provide Owner with set of requirements for construction within Public Right of Way. Adherence to this requirements and standards will reduce potential impact related to this issue to **less than significant**. No mitigation is required.				
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?	☐	☐	☐	☒
8h. Response: ***(Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside's EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM's Strategic Plan)***				
No Impact. The project site is not located within a Fire Hazard Area or within an area susceptible to wildfires identified by the City of Riverside. Areas surrounding the project site consist of urban, built, and open space. Because of lack of abundant vegetation and the moderate amount of development within the vicinity of the project site, on-site and adjacent areas do not have the capability to support a wildfire. Because of the low probability that the project site would be subject or susceptible to wildland fires, **no impact** related to this issue would occur. No mitigation is required.				
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
9a. Response: ***(Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water, and Project Specific Water Quality Management Plan, dated 10-27-2016, prepared by Adkan Engineers)***				
Less Than Significant Impact. The site clearing and grading phases will disturb vegetation and surface soils, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the site's bare soil would be subject to wind and water erosion. Since the project involves more than one acre of ground disturbance, it is subject to NPDES requirements and must implement an SWPPP. Implementation of site-specific best management practices (BMPs) as established by the SWPPP will ensure all impacts related to erosion and sedimentation from ground disturbance are less than significant. The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4), which has been added in two phases. Under Phase 1, the RWQCB has adopted an NPDES Permit for medium (serving between 100,000 and 250,000 people) and large (serving 250,000 people) municipalities. Under Phase 2, the State Water Resources Control Board (SWRCB) issued a General Permit for the discharge of storm water from small MS4s to provide permit coverage for smaller municipalities (California Environmental Protection Agency, State Water Resource Control Board). During construction of the Proposed Project water quality impacts could occur without proper controls. Soils loosened during grading, spills of fluids 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 pervious area being added exceeds 5000 square feet the MS$ permit requires a Water Quality Management Plan (WQMP) would be prepared for the Proposed Project to comply with the requirements of the local NPDES Stormwater Program. The proponent of the Proposed Project would also implement a SWPPP, because ground disturbance exceeds one acres, listing BMPs to prevent construction pollutants and products from violating any water quality standards or waste discharge requirements. A preliminary WQMP has been prepared demonstrating sufficiently to capture the runoff carrying the pollutants of concern associated with the uses being proposed, therefore impacts are **less than significant**. No mitigation is required.				
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	☐	☐	☒	☐

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
not support existing land uses or planned uses for which permits have been granted)?				

9b. Response: ***(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 5.8 Hydrology and , and Project Specific Water Quality Management Plan, dated 10-27-2016, prepared by Adkan Engineers)***

Less Than Significant Impact. The approximately 5.16-acre project site is currently undeveloped and contains pervious surfaces, which allow groundwater recharge during storm events. The proposed project consist of constructing a commercial outdoor storage yard. The proposed project would result in an increase of impervious surfaces due to the installation of A.C. asphalt covering approximately 90% of the area, however the low impact design principals per the Water Quality Management Plan (WQMP) will provide ground water recharge through the utilization of underground storage tanks and bio-retention facilities. These facilities will collect the first flush storms and allow these flows to be percolated back into the native soils. As such, impacts to groundwater recharge would be **less than significant**.

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 giving RPU the ability of not having to rely on sources from Northern California or the Colorado river, which currently are over-drafted. While not adjudicated, the Colton, Riverside North, and Riverside South basins are subject to management under a 1969 judgment. None of these basins are over drafted, nor are they projected to become so. The Proposed Project would be consistent with General Plan growth projection therefore, operational use of groundwater is expected to be **less than significant.** No mitigation is required.

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?	☐	☐	☒	☐

9c. Response: ***(Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Water Quality Management Plan)***

Less Than Significant Impact. The project would not have any direct effects on a stream or river as none occurs on site. The project site is relatively flat-lying and generally sheet flow conditions would be maintained and the site would be designed with bio-retention features and permeable areas to ensure runoff from regular rain events are retained on site. The proposed bio-retention features will infiltrate the maximum volume of runoff feasible. The project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing an SWPPP for the prevention of runoff during construction activities. Therefore, the project will have a **less than significant impact** to existing drainage patterns, and no mitigation is required.

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?	☐	☐	☒	☐

9d. Response: ***(Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Water Quality Management Plan)***

Less Than Significant Impact. The project would not have any direct effects on a stream or river, as none occurs on site. The project site is relatively flat-lying and generally sheet flow conditions would be maintained and the site would be designed with bio-retention features and permeable areas to ensure runoff from regular rain events are retained on site. The proposed bio-retention features will infiltrate the maximum volume of runoff feasible. 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.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Therefore, no flooding on or off-site as a result of the project will occur and there will be a **less than significant impact** that would substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. No mitigation is required.				
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?	☐	☐	☒	☐
9e. Response: ***(Source: Preliminary Grading Plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Project Specific Water Quality Management Plan, dated 10-27-2016, prepared by Adkan Engineers)***				
Less Than Significant Impact. The project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). As stated in the permit, during and after construction, BMPs will be implemented to reduce/eliminate adverse water quality impacts resulting from development. All impacts related to runoff during site preparation, demolition, and grading will be addressed by the SWPPP. All runoff from the built project site will disperse into infiltration facilities or adjacent landscape planted areas prior to discharging into the storm drain. As any sources of storm water pollution will be mitigated through adherence to NPDES permit requirements, the project will not create or contribute runoff water exceeding the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Drainage plans for the site have been designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff. Furthermore, a WQMP has been prepared for the Proposed Project to minimize water quality impacts. Impacts would be **less than significant**. No mitigation is required.				
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
9f. Response: ***(Source: Project Specific – Stormwater Pollution Prevention Plan, and , and Project Specific Water Quality Management Plan, dated 10-27-2016, prepared by Adkan Engineers)***				
Less Than Significant Impact. The project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). As stated in the permit, during and after construction, BMPs will be implemented to reduce/eliminate adverse water quality impacts resulting from development. All impacts related to runoff during site preparation and grading will be addressed by the SWPPP. All runoff from the built project site will disperse into infiltration facilities or adjacent landscape planted areas prior to discharging into the storm drain. As any sources of storm water pollution will be mitigated through adherence to NPDES permit requirements, the project will not create or contribute runoff water exceeding the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. For these reasons, there will be a **less than significant impact** from sources of water quality degradation. No mitigation is required.				
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?	☐	☐	☐	☒
9g. Response: ***(Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps 06065C0705G)***				
No Impact. A review of National Flood Insurance Rate Map (Map Number 06065C0705G Effective Date August 28, 2008) and Figure 5.8-2 – Flood Hazard Areas of the General Plan 2025 FPEIR, show that the project site is not located within or near a 100-year flood hazard area and thus will not place housing within a 100-year flood hazard area. As such, **no impact** would occur. No mitigation is required.				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
9h. Response: ***(Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps 06065C0705G)***				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
No Impact. A review of National Flood Insurance Rate Map (Map Number 06065C0705G Effective Date August 28, 2008) and Figure 5.8-2 – Flood Hazard Areas of the General Plan 2025 FPEIR, show that the project site is not located within or near a 100-year flood hazard area. As such, **no impact** would occur. No mitigation is required.				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
9i. Response: ***(Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps 06065C0705G)***				
No Impact. The project site is not located within or near a flood hazard area as depicted on General Plan 2025 FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0715G Effective Date August 28, 2008) or subject to dam inundation as depicted on General Plan 2025 FPEIR Figure 5.8-2 – Flood Hazard Areas. Therefore, the proposed project would not place structures within a flood hazard or dam inundation area. **No impact** would occur. No mitigation is required.				
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
9j. Response: ***(Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)***				
No Impact. 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 Mathews and Lake Evans in Fairmont Park. The project site is not located in the vicinity of these two lakes; therefore, **no impact** would occur. Tsunamis are tidal waves that occur in coastal areas. The City of Riverside is not located in a coastal area; therefore, no impact would occur. A SWPPP listing BMPs would be implemented, reducing the possibility of mudflows being generated from ground disturbances. Therefore, **no impact** would occur. No mitigation is required.				
10. LAND USE AND PLANNING: Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
10a. Response: ***(Source: General Plan 2025 Land Use and Urban Design Element, Project site plan , City of Riverside GIS/CADME map layers)***				
Less Than Significant Impact. The project site is located within the General Plan 2025 land use designation B/OP - Business/Office Park and PF – Public Facilities. The existing zoning for the project site is BMP - Business and Manufacturing Park Zone. The proposed project consists of light industrial uses consistent with the existing General Plan 2025 land use designation and City zoning designation. Approximately 40 feet wide strip of land located along the west property line has been designated in the General Plan Land Use as PF- Public Facilities. This part of the project site belongs to Airport Zone A – Runway Protection Zone and will remain in use as Zone A. Therefore, the land use is consistent with the General Plan designation. The General Plan Land Use Policy LU-22.5 mandate the review of proposed projects within the Riverside Municipal Airport influence area for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible. The proposed project has been reviewed and found Conditionally Consistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan. The PF- Public Facilities land use comprise of Zone A – Runway Protection Zone would not be usable for any other Land Uses. The condition of RCALUC approval ensure the requirements for Zone A and the Land Use designation intention will be met. Additionally, the proposed project is compatible with the surrounding land uses to the north, west, east and to the airport use on the south, which are light industrial in nature. The proposed project will be served by fully improved public streets and other infrastructure and does not involve the subdivision of land or the creation				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
of streets that could alter the existing surrounding pattern of development or established community. Therefore, **a less than significant** impact will occur to established communities from the proposed project. No mitigation is required.				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

10b. Response: ***(Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, 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)***

Less Than Significant Impact The project site is located within the General Plan 2025 land use designation B/OP - Business/Office Park and PF- Public Facilities. The existing zoning for the project site is BMP - Business and Manufacturing Park Zone. The proposed project consists of light industrial uses consistent with the existing General Plan 2025 land use designation and City zoning designation. Approximately 40 feet wide strip of land located along West property line has been designated in the General Plan Land Use as PF- Public Facilities. This part of the project site belongs to Airport Zone A – Runway Protection Zone and will remain in use as Zone A. Therefore, the land use is consistent with the General Plan designation. The General Plan Land Use Policy LU-22.5 mandate the review of proposed projects within the Riverside Municipal Airport influence area for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible. The proposed project has been reviewed and found Conditionally Consistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan. The PF- Public Facilities land use comprise of Zone A – Runway Protection Zone would not be usable for any other Land Uses. The condition of RCALUC approval ensure the requirements for Zone A and the Land Use designation intention will be met. Additionally, the proposed project is consistent with the surrounding land uses on three sides, which are light industrial in nature. Warehousing and other light industrial uses currently exist north, west, and east of the proposed project; therefore, the proposed project will integrate uniformly with the established light industrial land uses surrounding the project site. Furthermore, the proposed project is not located within other plan areas and it is not a project of statewide, regional or area-wide significance. For these reasons, this project will have **less than significant impact** on an applicable land use plan, policy, or regulation. No mitigation is required.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☒	☐	☐

10c. Response: ***(Source: General Plan 2025, General Plan 2025 – Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, 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)***

Less than significant with Mitigation Incorporated. The Project site is located within the "Cities of Riverside and Norco" Area Plan, and is not located within the Criteria Area (Figure 5). Therefore, Project is not subject to the HANS or JPR processes. The Project site is located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) and Burrowing Owl Survey Area, but is not located within the Criteria Area Plant Species Survey Area (CAPSSA), Mammal or Amphibian Survey Areas.

The study of species as designated within the MSHCP have survey requirements based on a project's occurrence within a designated survey area and/or based on the presence of suitable habitat. These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animals species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats, i.e., least Bell's vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp (MSHCP Volume I, Section 6.1.2). The results of the

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
surveys and mitigation measures are discussed in detail in Checklist response 4. Implementation of the Mitigation Measures B-1 and B-2 will result in a **less than significant impact with Mitigation Measures incorporated** on any applicable habitat conservation plan.				
11. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
11a. Response: ***(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)*** **Less Than Significant Impact.** As depicted in Figure 5.10-1, Mineral Resources, of the General Plan 2025 FPEIR, the project site is located within MRZ-4, indicating there are insufficient data to determine whether mineral resources can be found on site. It is unlikely that construction under the project would affect significant mineral deposits as the site is not a former mining site and the surrounding area is developed. Therefore, the project will have **less than significant impact** on regionally or statewide significant mineral resources. No mitigation is required.				
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?	☐	☐	☐	☒
11b. Response: ***(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)*** **No Impact.** As depicted in Figure 5.10-1, Mineral Resources, of the General Plan 2025 FPEIR, the project site is located within MRZ-4, indicating there are insufficient data to determine whether mineral resources can be found on site. It is unlikely that construction under the project would affect significant mineral deposits as the site is not a former mining site and the surrounding area is developed. Therefore, the project will have **less than significant impact** on locally-important mineral resource recovery site. No mitigation is required.				
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
12a. Response: ***(Source: Federal Transit Administration Vibration Guidelines, Riverside County Airport Land Use Compatibility Plan, Chapter 4.1 Noise, dated October 14, 2004, City of Riverside Municipal Code Chapter 7.25, Noise Code, Noise and Vibration Study prepared by Acoustic Group, Inc. dated April 14, 2017, revised November 13, 2017 – Appendix "G").*** EXISTING NOISE LEVELS AGI conducted a site visit on March 21, 2017 to observe the project site and to conduct one (1) long-term ambient noise measurement. The long-term ambient noise measurement (NM1) was conducted from March 21- 27, 2017 to document baseline noise levels. The noise measurement was conducted with a Brüel & Kjær 2250L sound level meter and located at the northeast corner of the project site, 12 feet above the ground. Field calibration was performed before and after the measurement with a Brüel & Kjær Acoustical Calibrator Type 4231. At location NM1, the measured hourly Leq ranged from 42.7 – 85.6 dBA. The noise sources contributing to the ambient measurement data were from vehicular traffic, aircraft, train, train horns and railroad crossings. Table 12-1 summarizes the noise measurement data from the survey. Refer to the Appendix for the measurement data sheets. **Table 12-1. Summary of Ambient Noise Measurements**				

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

Receiver	Location	Time	Lmin, dBA	Lmax, dBA	Leq, dBA	CNEL, dB	Contributing Noise Sources
NM1	North East of Project Site	3/21/17 2:00 PM – 3/27/17 5:00 AM	36.6 – 52.5	56.7 – 115.0	42.7 – 85.6	76.5	Vehicular Traffic, Aircraft, Train, Train Horn, and Rail Road Crossing

NOISE STANDARDS

The Riverside County Airport Land Use Commission (RCALUC) adopts a version of the FAA Noise Land use Compatibility Guidelines that requires that the office building interior noise levels from aircraft operations be at or below 45 CNEL. For exterior noise exposure, 50-70 CNEL is acceptable.

The City of Riverside adopts the California Green Building Code that requires that if a building is exposed to a 1-hour Leq of 65 dB during any hour then the interior noise environment attributable to exterior sources cannot exceed a Leq of 50 dBA in non-residential occupied areas during any hour of operation (CALGreen 5.507.4.1). Refer to the Appendix for the California Green Code noise requirements.

The City of Riverside Municipal Code Title 7 requires that Industrial land use shall not exceed a noise level of 70 dBA during any time period (Section 7.25.010).
Construction noise is exempt from the Industrial land use standard of 70 dBA. which limits construction noise to 7:00 a.m. to 7:00 p.m. weekdays, and 8:00 a.m. to 5:00 p.m. Saturdays. No construction noise is permitted on Sundays or federal holidays (Section 7.35.020). Refer to City of Riverside Municipal Code Title 7 for exterior noise requirements.

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

Table 8-1. Ground-Borne Vibration (GBV) and Ground-Borne Noise (GBN) Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	N/A[4]	N/A[4]	N/A[4]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
5. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

Less than Significant Impact. The construction noise analysis evaluated a future worst-case condition for the Project in a one-hour period. The results of the analysis indicate a construction Leq of 61.2 to 73.3 dBA would be experienced at the north and south property lines and 68.3 to 80.4 dBA would be experienced at east and west during the periods of heaviest construction activity. Construction Leq of 58.2 to 70.3, 62.0 to 74.1, 58.5 to 70.5, and 56.4 to 68.4 would be experienced at the nearest adjacent north, east, south and west properties, respectively. Table 12-2 summarizes the predicted noise levels at the Jones Lumber property line and nearest adjacent properties.

Table 12-2. Summary of the Predicted Construction Noise Levels

All Construction Phases			
Description	**Distance from Center from Construction Zone, ft**	**Lmax Range**	**Leq Range**
Jones North Property Line	371.4	62.6 - 72.1	61.2 - 73.3
Jones East Property Line	164.2	67.4 - 79.2	68.3 - 80.4
Jones South Property Line	371.4	62.6 - 72.1	61.2 - 73.3
Jones West Property Line	164.2	69.7 - 79.2	68.3 - 80.4
Nearest Adjacent North Property	525.0	59.6 - 69.1	58.2 - 70.3

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

Nearest Adjacent East Property	339.0	63.4 - 72.9	62.0 - 74.1
Nearest Adjacent South Property	510.0	59.8 - 69.3	58.5 - 70.5
Nearest Adjacent West Property	647.4	57.8 - 67.3	56.4 - 68.4

Construction noise levels at Jones Wholesale Lumber will satisfy the City of Riverside exterior noise standards when a permit is obtained from the city and nighttime construction does not occur between 7 PM and 7 AM on weekdays, 5 PM to 8 AM on Saturday, or anytime on Sunday or a federal holiday. The City of Riverside exempts construction noise from their exterior noise standard.

Construction activities are not permitted to be conducted between hours of 7 PM and 7 AM on weekdays, and 5 PM to 8 AM on Saturday, or any time on Sunday or a federal holiday.

On-site Operations Noise: **No impact**

The CadnaA Noise Prediction Model was used to estimate the worst-case long-term operational impacts. CadnaA uses industry-accepted propagation algorithms and user-defined sound power based on ISO 9613-2 standards. ISO 9613-2 is an internationally recognized standard that establishes a method for calculating the attenuation of noise from outdoor propagation, in order to predict the levels of noise at a distance from a variety of sources. The calculations account for classical sound wave divergence, plus attenuation factors resulting from air absorption, basic ground effects, and barrier/structure shielding. The site plan and topography were imported into CadnaA to establish the x, y, and z site geometrics for the analysis.

Noise from the forklifts was evaluated as area sources with constant levels of activity. Train, heavy-duty trucks and employee cars were also modeled within the Jones Wholesale Lumber Property. The nearest residential receptor is 2,500 feet north-east of Jones Wholesale Lumber. Receivers were placed 5 feet above the ground level at the Jones Wholesale property lines and nearest adjacent properties.

The operational noise analysis evaluated a future worst-case condition for the Project in a one-hour period. The results of the analysis indicate an operation Leq of 65.5, 56.8, 52.3, and 65.4 dBA would be experienced at the north, east, south, and west property lines, respectively, during the periods of heaviest operational activity. The nearest residential receptor northeast of the property would experience a worst-case Leq of 33.5 dBA. Operations at Jones Wholesale Lumber will satisfy the City of Riverside noise levels of 70 dBA for industrial land use. Table 12-3 summarizes the predicted noise levels at the north, east south and west of Jones Wholesale Lumber yard property lines. **No impact will occur.**

Table 12-3. Summary of the Predicted Operations Noise Levels

Jones Wholesale Lumber Yard Operations	
Receiver Location	**Leq, dBA**
Jones North of Property Line	65.5
Jones East of Property Line	56.8
Jones South of Property Line	52.3
Jones West of Property Line	65.4
Nearest Adjacent North Property	53.8
Nearest Adjacent East Property	52.7
Nearest Adjacent South Property	48.9
Nearest Adjacent West Property	50.3
Nearest Residential Property	33.5

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

EXTERIOR NOISE

Traffic Noise

The project space is affected by vehicular traffic from Jurupa Avenue, Central Avenue and Wilderness Avenue. Jurupa Avenue is currently a 4 lane Secondary Highway with a posted speed Limit of 45 miles per hour. Central Avenue is currently a 4 lane Secondary Highway with a posted speed limit of 40 miles per hour. Wilderness Avenue is a 2-lane collector street with a speed limit of 35 miles per hour. The CadnaA noise analysis indicates that the future exterior peak hour traffic noise at the project site would be as high as 64.8 dBA at the office building. Refer to the Noise & Vibration Study for the Jones Wholesale Lumber Project for the traffic noise analysis.

Rail Noise

The Union Pacific line is located approximately 83 feet North of the office building project site and noise from rail operations contributes to the overall noise environment at the site. Rail noise was evaluated using the CadnaA computer model. CadnaA, considers the site geometrics and train type, speed, length and hourly volume to predict the hourly Leq. There are currently 2 daily rail movements on this line. The noise from rail operations will be as high as a Leq of 78.4 dBA at the nearest building façade closest to the rail track. Train horn noise has the potential to exceed 100 dBA at the site for very short durations. Over a one-hour period the crossing bell warning noise would be averaged down well below the Green Code noise criteria but could be a source of annoyance for future office building.

Aircraft Noise

Riverside Municipal Airport (RAL) is located approximately 1,400 feet South of the project site. During the ambient noise survey, aircraft noise was observed contributing to the ambient noise environment. Future RAL Airport operations would continue to contribute to the existing and future noise at the Project Site. As shown in Figure 12-2., the project site is located inside of the Airport's 60 dB CNEL noise contour map. However, the noise measurements indicate an Leq of as high as 65.3 dBA from aircraft overflights.

Combined Noise Levels. Less than Significant with Mitigation Incorporated.

The noise analysis indicates that the future peak hour Leq from traffic, rail and aircraft noise at the project site would be as high as 78.8 dBA at the future exterior façade office building. Noise mitigation measures in the form of building shell acoustical fenestration is required to reduce interior noise levels to below 50 dBA (Adopted Green Code Noise Standards) and to less than significant levels. The acoustical fenestration will also reduce future interior aircraft noise levels to below 45 dB CNEL at the interior office space.

Mitigation Measures:

MM-N-1 Installation o**f s**ound rated operable windows and glass door assemblies with the following minimum sound transmission class (STC) ratings.

Description	Assembly	Minimum STC Rating
Windows and Doors	1/4" Laminated, 1" Air Space, 3/16" (Sealed) Glass	42

STC is calculated per ASTM E336 and related standards. The manufacturer's sound transmission loss test data should be reviewed to ensure compliance with the noise standards and criteria.

MM-N-2 All non-glass exterior doors should be solid core assemblies.

MM-N-3 All doors should be fitted with air tight seals to minimize sound transmission.

MM-N-4 Exterior wall detail:

a. Minimum 2x6 studs with two 2x6 top plates and one 2x6 bottom plate.
b. RSIC-1 Resilient Channel attached to the interior side of the studs per manufactures specifications.
c. 1 layer of 5/8" gypsum board attached to the channels.

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

d. R-13 fiber glass insulation, 3-1/2" thick snugly fitted in the wall cavities between studs, plates and cross bracing.
e. Portland cement or synthetic stucco system 7/8" thick. (Except Exit Stair Enclosure and Lobby, where the cement siding will be used).

MM-N-5 Roof detail:

a. Minimum one layer of 5/8" thick tongue-in-groove plywood sheathing.
b. Roof joist.
c. R-30 fiber glass insulation, snuggly fitted in the roof cavities.
d. 2 layers of 5/8" thick gypsum board attached to the underside of the joist.

MM-N-6 No exterior building openings that face the rail road track, other than windows and doors.

MM-N-7 Any changes to the final design of the project should be reviewed by a qualified Acoustical Consultant to ensure compliance with the Noise Standards.

The project with implementation of the recommended noise control measures will reduce the future interior noise levels to fully comply with the Noise Standards, therefore the impact will be **less than significant with Mitigation Measures Incorporated.**

There are no noise sensitive receptors located adjacent to the project site that will require mitigation.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

12b. Response: ***(Source: Federal Transit Administration Vibration Guidelines, Noise and Vibration Study prepared by Acoustic Group, Inc., dated November 13, 2017 – Appendix "G").***.

Less Than Significant Impact with Mitigation incorporated. During the vibration survey, the vibration level measured from train events were as high as 85 VdB (re: 1x10-6 inch/s) at the setback distance of approximately 23 feet from the main track centerline. At a setback distance of 33 feet from the main track centerline, the vibration level was measured to be as high as 82 VdB from the same train events. These simultaneous measurements allowed us to estimate the ground attenuation at the site and to estimate the vibration level at other setback distances from the track centerline. Figure 12-3. shows the estimated train vibration levels at the Project Site relative to the main railroad track. The area shaded in yellow represents the setback distance from the track centerline that the vibration would be greater than 65 VdB and could interfere with vibration sensitive uses.

The Federal Transit Administration Vibration Impact Assessment Guidelines specify appropriate vibration levels for Institutional Land uses such as office buildings with primarily daytime use. For office buildings that would experience an infrequent number of train events, less than 30 events per day, the Vibration Impact Level guideline is 83 VdB. To allow a safety margin, the proposed office building, assuming there are no vibration sensitive operations nor sleeping quarters on-site, should not be exposed to vibration above 80 VdB and should not be constructed closer than 46 feet from the new track centerline. Vibration Mitigation in the form of increased setback from the railroad track will be required to mitigate vibration at the future office space to less than significant levels. Therefore, impacts would be **less than significant with Mitigation Incorporated.**

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

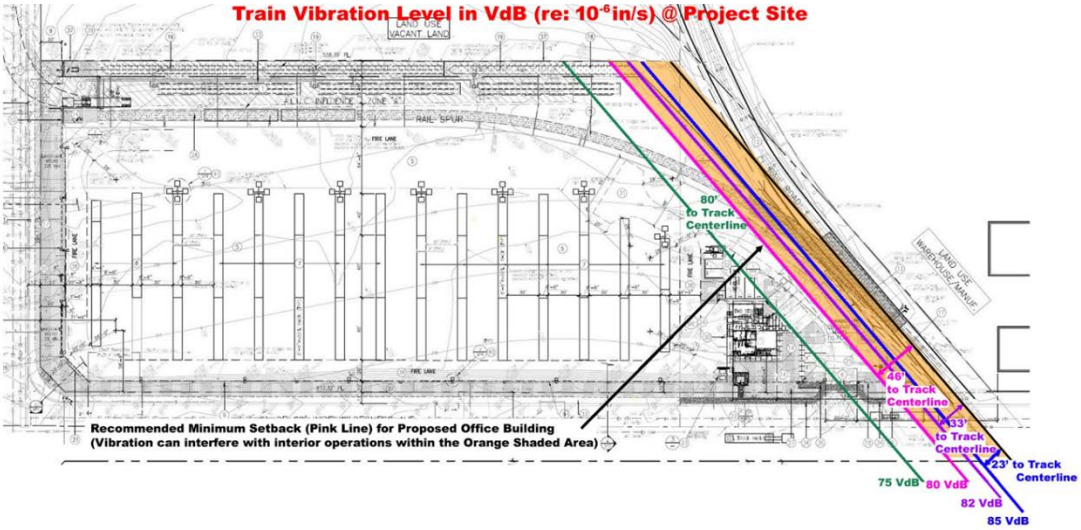


Figure 12-1. Measured and Predicted Train Vibration Levels in VdB at the Project Site

MM-N- 8 The proposed office building should not be constructed closer than 46 feet from the new track centerline.

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

Table 8-1. Ground-Borne Vibration (GBV) and Ground-Borne Noise (GBN) Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	N/A[4]	N/A[4]	N/A[4]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
5. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒

12c. Response: ***(SourceCity of Riverside Municipal Code Chapter 7.25, Noise and Vibration Study prepared by Acoustic Group, Inc. dated April 14, 2017, revised November 13, 2017 - Appendix "G").***

No Impact. At the project site, construction peak hour Leq would be as high as 73.3, 80.4, 73.3, and 80.4 dBA at the nearest north, east, south, west property lines. Construction noise levels at Jones Wholesale Lumber will satisfy the City of Riverside exterior noise standards when a permit is obtained from the City and construction hours does not occur between 7 PM and 7 AM on weekdays, 5 PM to 8 AM on Saturday, or anytime on Sunday or a federal holiday. The City of Riverside exterior noise standards exempts construction noise when permit and construction hours are approved. Construction noise would be temporary and short term and would not result in a permanent increase an ambient noise levels in the project vicinity.

Future on-site operation peak hour Leq noise levels would be as high as 65.5, 56.8, 52.3, and 65.4 dBA at the nearest north, east, south, west property lines. Operations noise levels at Jones Wholesale Lumber will satisfy the City of Riverside exterior noise standard of 70 dBA for industrial land use. When the future operations noise is compared to the future peak hour Leq of 78.8 dBA from external traffic, rail and aircraft noise, the project will not result in a permanent increase an ambient noise levels in the project vicinity, therefore **no impact will occur.**

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

12d. Response: ***(Source: Noise and Vibration Study prepared by Acoustic Group, Inc. dated April 14, 2017, revised November 13, 2017 – Appendix "G").***

Less than significant. At the project site, construction peak hour Leq would be as high as 73.3, 80.4, 73.3, and 80.4 dBA at the nearest north, east, south, west property lines. When the future construction noise is compared to the ambient background noise level from external traffic, rail and aircraft noise, the construction will result in a temporary increase of 0.2, 1.1, 0.2 and 1.1 dBA at the north, east, south, west property lines, respectively. In the context of a community noise environment, the noise increase would be less than 3 dBA and considered **less than significant.**

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?	☐	☒	☐	☐

Less than significant with Mitigation incorporated. Riverside Municipal Airport is located approximately 1,400 feet South of the project site. The project site is located in Zone B-1 and A, on the north side of Central Avenue of the Riverside Municipal Airport Land Use Plan. Zone A and B-1 is within the 60 CNEL noise contour for the Riverside Municipal Airport. Future Airport operations would continue to contribute to the existing and future noise at the Project Site. As shown in Figure 12-2., the project site is located inside of the Airport's 60 dB CNEL noise contour map but outside of the 65 dB CNEL contour. The noise measurements indicate a Leq of as high as 65.3 dBA from aircraft overflights. Noise mitigation measures in the form of building shell acoustical fenestration is required to reduce interior noise levels to below an hourly Leq of 50 dBA. The acoustical fenestration will also reduce future interior noise levels to below 45 dBA CNEL within the office spaces. The future aircraft noise levels would be considered **less than significant with Mitigation Measures incorporated.**

For Mitigation Measures refer to 12a.

The dominant source of ambient noise in proximity to the project site are airport operations. Therefore, the proposed project may expose people working on the project site to excessive noise levels from a public airport or public use airport. The employees working in the yard on loading and unloading and other activities will be exposed to yard activities noises and airport noises. The employees noise exposure is regulated by OSHA, Safety and Health Regulations for Construction Subpart D Title "Occupational Noise exposure". In all cases where the sound level exceed values shown in OSHA Part #1926.52(d)(1) Table D-2 a continuing, effective hearing conservation program shall be administered. Table D-2 Permissible Noise Exposure less than 90 dBA for duration of 8 hours does not require any mitigation by ear protective device. **Less Than Significant Impact.**

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

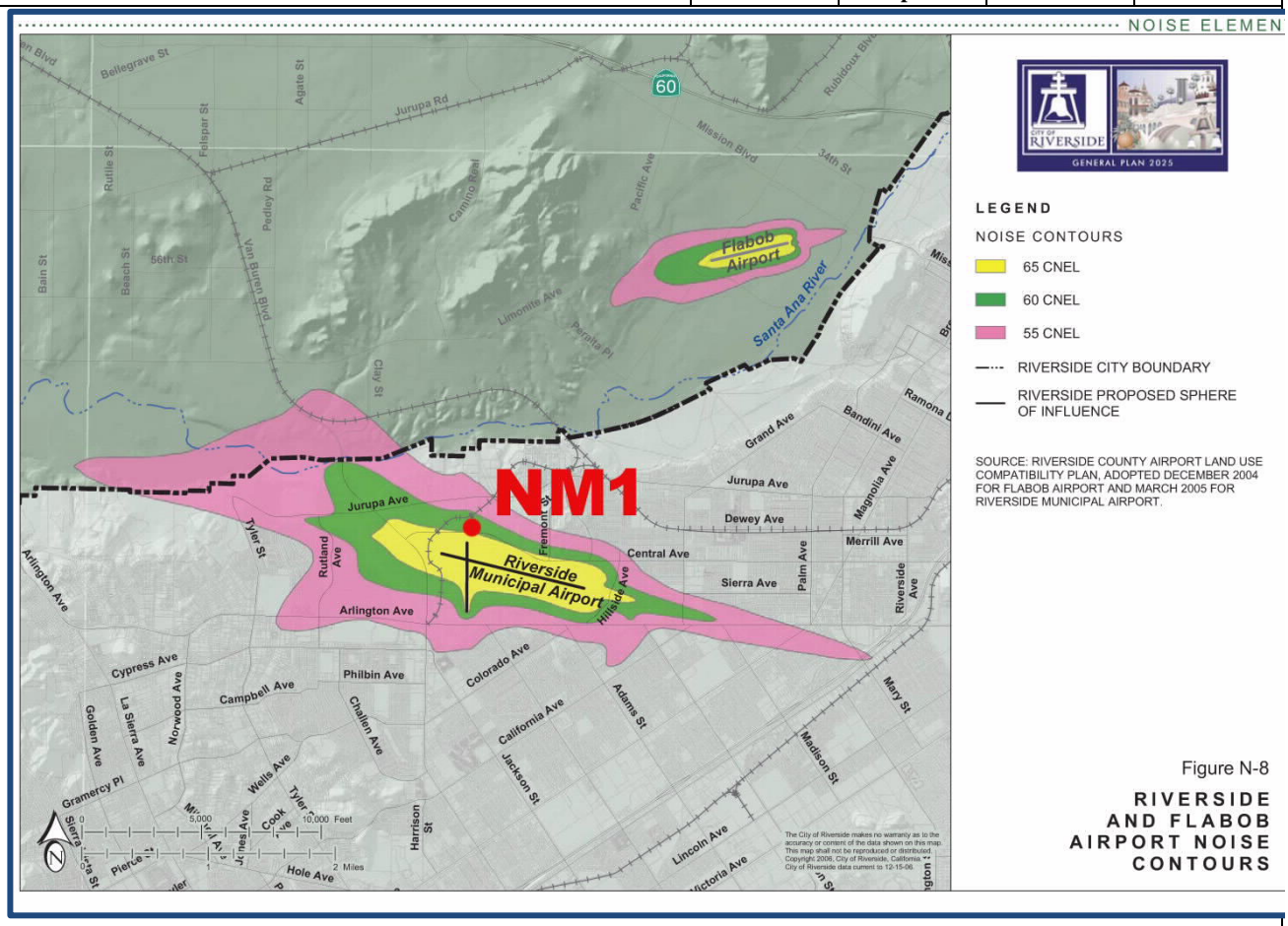


Figure 12.2 RAL Airport Noise Contours Relative to Project Location.

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?	☐	☐	☐	☒

12f. Response:

No impact. The project site is not located within the vicinity of a private air strip, therefore **no impacts** are anticipated.

13. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

13a. Response: ***(Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–***

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

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)

Less Than Significant Impact. The proposed Outdoor Lumber Storage Yard will create approximately 12 to 20 jobs. Although the potential exists for the proposed project to result in temporary population growth through employment opportunities, the proposed use is consistent with the General Plan 2025 and zoning ordinance and, therefore, population increase as a result of the proposed project is not considered substantial. As a result, the proposed project will not induce a population increase above that which has been planned for by the City. The proposed project will be developed in accordance with related General Plan policies designed to minimize adverse conditions to population and housing increases for the City. Therefore, this project will have a **less than significant impact** to the environment from population growth. No mitigation is required.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

13b. Response: ***(Source: CADME Land Use 2003 Layer, Google imaging)***

No Impact. The proposed project will not displace existing housing, necessitating the construction of replacement housing elsewhere, because the project site is proposed on a vacant site that does not contain existing housing that would be removed or affected by the proposed project. The project will have **no impact.** No mitigation is required.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

13c. Response: ***(Source: CADME Land Use 2003 Layer)***

No Impact. The proposed project will not displace any people, necessitating the construction of replacement housing elsewhere, because the project site is proposed on a vacant site that has no existing housing or residents that will be removed or affected by the proposed project. Therefore, the proposed project will have **no impact** on people, necessitating the need for replacement housing. No mitigation is required.

14. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐

14a. Response: ***(Source: FPEIR Table 5.13-B – Fire Station Locations.***

Less Than Significant Impact. In the City of Riverside, typical fire prevention and suppression services are provided by the Riverside Fire Department (RFD). There are 14 fire stations strategically placed throughout the City. The "first in" station to serve the project site will be Fire Station 5 located at 5853 Arlington Avenue approximately 2 miles from the project site. The project site is located in an industrial area and consists of construction and operation of an Outdoor Lumber Storage Yard approximately 21,000 square feet, an Underground Diesel Storage Tank and a 3,331 square foot office building. The proposed project will be constructed pursuant to the 2016 California Fire Code as adopted and amended by the City of Riverside. The office structure will include installation of an automatic fire sprinkler system in accordance with City ordinance 16.32.080 and will be subject to inspection and approval by the City Fire Department prior to occupancy. Additionally, the proposed project will include a fire alarm, and "Knox" key system at the perimeter gate to ensure immediate fire department access to the project site in the event of an emergency. Two fire hydrants will be installed on site in the lumber yard area in the Fire Department designated location. Therefore, the proposed project will cause incremental increase in the need for fire protection services which, in and of itself, will not create the need for new or altered fire services. As with all development within the City, the project applicant shall pay applicable development impact fees to support the provision of fire services. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Department practices, impacts on the demand for additional fire facilities or services will be **less than significan**t. No mitigation is required.				
b. Police protection?	☐	☐	☒	☐
14b. Response: ***(Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)*** **Less Than Significant Impact**. The project proposes light industrial use which will not cause a substantial increase in the need for police protection services. According to Lieutenant Carla Harding: The project is served by the Lincoln Station (8181 Lincoln Avenue) and all resources necessary for routine police business are located at that station. As with all development within the City, the project applicant shall pay applicable development impact fees to support the provision of police services. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, impacts on the demand for additional police facilities or services will be **less than significant**. No mitigation is required.				
c. Schools?	☐	☐	☐	☒
14c. Response: ***(Source: FPEIR Figure 5.13-2 – RUSD Boundaries*** **No Impact.** The proposed project is within the boundaries of the Riverside Unified School District. Since the project proposes light industrial rather than residential uses, no additional housing will be generated such that the number of school-aged children would increase as a result of the proposed project. The project applicant shall pay school development impact fees, as required pursuant to Senate Bill 50 and California Government Code, Section 65995. Through compliance with Senate Bill 50 and California Government Code, Section 65995, **no impact** to schools will occur. No mitigation is required.				
d. Parks?	☐	☐	☐	☒
14d. Response: ***(Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)*** **No Impact.** The project proposes a light industrial use rather than a residential use and will not involve the addition of any housing units that would permanently increase the population. In accordance with the City's Parks, Recreation, and Community Services-Park Planning Division, the applicant will make payment of all applicable Park Development Impact Fees (local, aquatic, regional/reserve, and trail fees) for privately developed areas. With the payment of applicable development impact fees, the proposed project will have **no impact** on the demand for additional park facilities or services. No mitigation is required.				
e. Other public facilities?	☐	☐	☒	☐
14e. Response: ***(Source: General Plan 2025 Figure LU-8 – Community Facilities,*** **Less Than Significant Impact.** The project proposes light industrial uses within an urbanized area. Since the proposed project will not generate additional housing units that would permanently increase the population, the proposed project will not substantially increase the demand for other public services within the City. With the payment of applicable development impact fees, implementation of General Plan 2025 policies, and compliance with existing codes, standards, and established Park and Recreation and Community Services and Library practices, impacts on the demand for additional public facilities or services will be **less than significant**. No mitigation is required.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

15a. Response: ***(Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)***

No Impact. The project proposes a light industrial use rather than a residential use and will not involve the addition of any housing units that would permanently increase the population resulting in an increase use of recreational facilities. It is anticipated that future employees would be hired from the surrounding area. In accordance with the City's Parks, Recreation, and Community Services-Park Planning Division, the applicant will make payment of all applicable Park Development Impact Fees (local, aquatic, regional/reserve, and trail fees) for privately developed areas. Since the proposed project does not include any uses that would increase the use of existing neighborhood and regional parks such that substantial physical deterioration of the facilities would occur or be accelerated, this project will have **no impact** on existing neighborhoods and regional parks. No mitigation is required.

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?	☐	☐	☐	☒

15b. Response

No Impact. The proposed project does not include recreational amenities or parkland. Additionally, the project proposes a light industrial use rather than a residential use and will not involve the addition of any housing units that would permanently increase the population necessitating the need for additional recreational facilities. Therefore, the construction or expansion of recreational facilities in the absence of a population increase is not necessary. **No impact** will occur and no mitigation is required.

16. TRANSPORTATION/TRAFFIC. 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?	☐	☐	☒	☐

16a. Response: ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG's RTP)***

Less than significant Impact - The Proposed Project would be consistent with the General Plan 2025 typical growth scenario. Therefore, no conflicts with applicable transportation plans, ordinances, or policies are expected. In addition, the facility is

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
primarily receiving deliveries by locomotive, reducing the number of truck trips to 4 inbound and 4 outbound deliveries per working day. The trips generated by the proposed facility would be less than normally assumed for the General Plan 2025 Growth Scenario, approximately four semi-tuck trips per day, and trips for twelve full time employees to staff the lumber yard. The level of services will maintain at a "D" or better at peak periods as part of the proposed development and will be consistent with the General Plan 2025 Growth Scenario.. Therefore impacts are **less than significant** and o mitigation is required.				
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?	☐	☐	☐	☒
16b. Response: ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG's RTP)*** **No Impact -** The project site does not include or is located along a state highway or principal arterial within Riverside County's Congestion Management Program (CMP). The Proposed Project is consistent with the Transportation Demand Management/Air Quality components of the Program. In addition, the facility is primarily receiving deliveries by locomotive, reducing the number of truck trips to 4 inbound and 4 outbound deliveries per working day. The trips generated by the proposed facility would be less than normally assumed for the General Plan 2025 Growth Scenario. The project will not conflict with the CMP established by Riverside County, therefore **no impact** is anticipated and no mitigation is required.				
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?	☐	☐	☒	☐
16c. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, Riverside County ALUC letter dated May 4, 2017)*** **Less than significant impact.** The project site is located approximately 0.41 mile northwest off the Riverside Municipal Airport, 1285 feet direct distance to the Runway 16. The project site is located within compatibility zones A and B1 as depicted in Figure 5.7-2 Airport Safety and Compatibility Zones of the General Plan 2025 FPEIR. FAA review is required for any structures with a peak elevation exceeding 752.2 feet above mean sea level. The project site elevation is 779 and the proposed maximum building height is 30 feet, resulting in a maximum top point elevation of 807 feet above mean sea level. Therefore, review by the FAA Obstruction Evaluation Service is required. The FAA determined that the proposed structures would not be a hazard to air navigation provided the following mitigation measured are met. Riverside County ALUC Development Review has found the project Conditionally Consistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan in the report dated May 4, 2017. The Riverside County ALUC conditions were amended to incorporate the provisions of the FAA's Determination of the No Hazard to Air Navigation letters issued on March 3, 2017 and April 26, 2017 .Impacts would be **less than significant impact** as defined in section 8e.				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
16d. Response: ***(Source: Project Site Plans)*** **Impacts would be less than significant.** The project site is located in a built-up area surrounded by industrial development to the east, north, and east. Site improvements would comply with all development standards. The project is located within an area of restricted uses given the close proximity to the Riverside Municipal Airport and the potential hazards to flight. Impacts would be **less than significant impact** as defined in section 16c.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in inadequate emergency access?	☐	☐	☐	☒

16e. Response: ***(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire)***

No Impact - 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). There are also two points of access, on located on Central Avenue, and another on Wilderness Avenue. Both points will be accessible by emergency vehicles, including KNOX box or Opticom per the City's Fire Code. **No impacts** are anticipated. No mitigation is required.

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)?	☐	☐	☐	☒

16f. Response: ***(Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)***

No impact. The Proposed Project, as designed, does not create conflicts with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). The project is adding a missing portion of sidewalk along Wilderness Avenue providing for better pedestrian connectivity post construction. **No impacts** are anticipated. No mitigation is required.

17. Tribal Cultural Resources Would the project:				
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), or	☐	☐	☒	☐

17a. Response: ***(Source: Site Specific Cultural Resources Study prepared by Brian F. Smith and Associates on March 10, 2017; Revised September 13, 2017 – Appendix "C")***

Impacts would be less than significant. A cultural resources assessment was conducted for the Proposed Project by Brian F. Smith and Associates (Brian F. Smith 2017). The assessment included a cultural resources records search at the Eastern Information Center (EIC) at the University of California Riverside, a search of the Sacred Lands File request from the Native American Heritage Commission (NAHC), and an intensive systematic pedestrian survey of the project site.

A field survey was also conducted by Brian F. Smith and Associates as part of the cultural resources assessment. As a result of the field survey, no cultural historic resources were located on the property. Additionally, the Camp Anza Railroad Spur line runs just outside the northern boundary of the property, no railroad related historic materials or features were noted on the subject property, and the spur line was found to be not significant under City of Riverside, California Register of Historical Resources (CRHR), and the National Register of Historic Places (NRHP) designation criteria.

Given the results of the study and the absence of any potential to encounter cultural historic resources during grading of this property for the proposed project, impacts related to this issue are **less than significant**. No mitigation is required.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

17b. Response: ***(Source: Site Specific Cultural Resources Study prepared by Brian F. Smith and Associates on March 10, 2017; Revised September 13, 2017 – Appendix "C")***

Less than significant with Mitigation Incorporated. A cultural resources assessment was conducted for the Proposed Project by Brian F. Smith and Associates (Brian F. Smith 2017). The assessment included a search of the Sacred Lands File request from the Native American Heritage Commission (NAHC), and an intensive systematic pedestrian survey of the project site. No cultural historic resources were located on the property. Additionally, the Camp Anza Railroad Spur line runs just outside the northern boundary of the property, no railroad related historic materials or features were noted on the subject property, and the spur line was found to be not significant under City of Riverside, California Register of Historical Resources (CRHR), and the National Register of Historic Places (NRHP) designation criteria

Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. The City commenced tribal notification in accordance with AB 52 on January 12, 2017. Four California Native American tribes (San Manuel Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, and Soboba Band of Luiseño Indians) responded as part of the AB 2 consultation effort. San Manuel Band of Mission Indians and Agua Caliente Band of Cahuilla Indians had no comments. The Soboba Band of Luiseño Indians and Morongo Band of Mission Indians the requested Government to Government consultation. Consultation with the Soboba Band of Luiseño Indians occurred on March 10, 2017 and consultation concluded on January 4, 2018. After several attempts by staff to engage in consultation with the Morongo Band of Mission Indians, staff decided to move forward with the project and send them recommended Mitigation Measures.

While no occurrence of historic or prehistoric cultural resources has been recorded on site, based on the consultation effort with the Tribes, a potential for such resources cannot be discounted. At the request of the consulting tribe(s), the following measures have been identified to address this potential impact.

MM-CUL-1 Prior to grading permit issuance, if there are any changes to Project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City and interested tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the Project site. The City and the Applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the Project site if the site design and/or proposed grades should be revised.

MM-CUL-2 **Treatment and Disposition of Cultural Resources:** 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:

1. **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 oversite of the process; and

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

2. **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 & Economic Development Department with evidence of same:

    a. 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;

    b. 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:

    c. If more than one Native American tribe or band is involved with the Project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and

    d. At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center and interested tribes.

With implementation of these measures, potential impacts to Native American cultural resources are reduced to a **less than significant with mitigation incorporated**.

18. UTILITIES AND SYSTEM SERVICES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

18a. Response: ***(Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, 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)***

Less than significant Impact. - The project is within the boundaries of the Santa Ana Regional Water Quality Control Board (RWQCB) and subject to the Riverside County Drainage Area Management Plan. The proposed project will connect to existing wastewater collection and conveyance facilities owned and operated by the City via sewer laterals from the project site, and wastewater from the project site and vicinity will be transported to the Riverside Regional Water Quality Control Plant. If an existing sewer lateral will be utilized, video inspection prior to connection will be required in accordance with the City's

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Municipal Separate Sewer Permit (MS4) as part of the City's Development Review Process through the Public Works Department. All new development is required to comply with all provisions of the NPDES program and the City's Municipal Separate Sewer Permit (MS4), as enforced by the RWQCB. The proposed project will result in typical wastewater discharges that will not require new methods or equipment for treatment that are not currently permitted for the Riverside Regional Water Quality Control Plant. Therefore, the proposed project will not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or storm water system within the City. Because the proposed project is required to adhere to the above regulations related to wastewater treatment, the project will have a **less than significant** impact. No mitigation is required.				
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?	☐	☐	☒	☐
18b. Response: ***(Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-I - Current and Projected Water Use WMWD, Table 5.16-J - General Plan Projected Water Demand for WMWD Including Water Reliability 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area & Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.) Remove either RPU or WMWD sites in this source depending on the location of the project.***				
Impacts would be less than significant. - The Proposed Project would result in the development of a single office building including restrooms which would require connections to the City's water and wastewater systems. However, it is not anticipated that proposed Project would require the construction or expansion of water or wastewater treatment facilities. The proposed project will be required to connect to existing water and wastewater infrastructure to provide the necessary construction and water/sewer needs for the project. The Proposed 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). Through the payment of applicable development impact and hook-up fees, the project will have a **less than significant impact** to the environment from construction of new water or wastewater treatment facilities or the expansion of existing facilities. No mitigation is required No mitigation is required.				
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?	☐	☐	☒	☐
18c. Response: ***(Source: FPEIR Figure 5.16-2 - Drainage Facilities)***				
Impacts would be less than significant. - 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 that 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. Fees are required to be paid as part of the conditions of approval/waiver for filing of a final map or parcel map. General Plan 2025 Policies PF-4.1 and PF-4.3 require the City to continue to routinely monitor its storm drain system and to fund and improve those systems as identified in the City's Capital Improvement Plan. Implementation of these policies would ensure that the City is adequately served by drainage systems. The General Plan 2025 also includes policies and programs that				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
would minimize the environmental effects of the development of such facilities. Therefore, the Proposed Project would have **less than significant impacts.** No mitigation is required.				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
18d. Response: ***(Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, RPU Master Plan)*** **Impacts would be less than significant.** - The Proposed Project would be consistent with the General Plan 2025 Typical Growth Scenario. The General Plan 2025 Final PEIR determined that future water supplies would be adequate for Typical Growth Scenario (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 Proposed Project would have a **less than significant impact** on water supplies. No mitigation is required.				
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?	☐	☐	☒	☐
18e. Response: ***(Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, and Wastewater Integrated Master Plan and Certified EIR)*** **Impacts would be less than significant.** - The project will not exceed wastewater treatment requirements of the RWQCB. The Proposed Project would be consistent with the General Plan 2025 Typical Growth Scenario. The General Plan 2025 Final PEIR determined that future wastewater treatment capacity would be adequate for Typical Growth Scenario (see Table 5.16-K of the General Plan 2025 Final PEIR). Therefore, the Proposed Project would have a **less than significant impact** on wastewater treatment capacity. No mitigation is required.				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
18f. Response: ***(Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)*** **No Impact -** The Proposed Project is consistent with the General Plan 2025 Typical Build-out Project level. The General Plan 2025 Final PEIR determined that future landfill capacity would be adequate for Typical Build-out Project level (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, the Proposed Project would have a **less than significant impact** on landfill capacity. No mitigation is required.				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
18g. Response: ***(Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)*** **No Impact -** 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. Therefore, **no impacts** would occur. No mitigation is required.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
19. MANDATORY FINDINGS OF SIGNIFICANCE.				
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?	☐	☒	☐	☐

19a. Response: ***(Source: General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, and Habitat Assessment prepared by VHBC INC on May 20, 2017 – Appendix B, 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, and Site Specific Cultural Resources Study prepared by Brian F. Smith and Associates on March 10, 2017, Appendix C, MSHCP Burrowing Owl Survey Area and Habitat Assessment prepared by VHBC INC on May 20, 2017 - Appendix B)***

Less Than Significant With Mitigation Incorporated. The proposed project's impacts to biological resources and cultural resources were analyzed in this Initial Study and all direct and cumulative impacts were determined to have no impact, a less than significant impact, or rendered a less than significant impact with implementation of mitigation. Therefore, impacts to biological resources and cultural resources would be less than significant with implementation of mitigation and no additional mitigation is required. For Mitigation Measures B-1 and B-2 refer to Issue 4- Biological resources.
For Mitigation Measures N-I through N-9 refer to Issue 12- Noise.

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)?	☐	☒	☐	☐

19b. Response: ***(Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)***

Less Than Significant With Mitigation Incorporated. The proposed project's potential cumulative impacts to air quality, biological resources, cultural resources, GHGs, noise, traffic, and tribal cultural resources, were analyzed in this Initial Study, and all cumulative impacts were less than significant or rendered less than significant with mitigation. For Mitigation Measures B-1 and B-2 refer to Issue 4- Biological resources. For Mitigation Measures N-I through N-9 refer to Issue 12- Noise.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

18c. Response: ***(Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program).***

Impacts would be less than significant with Mitigation Incorporated - The potential for adverse direct or indirect impacts to human beings was considered in this Initial Study/MND related to aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology & water quality, noise, population and housing,

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems. 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 with implementation of the proposed mitigation measures. 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. For Mitigation Measures B-1 and B-2 refer to Issue 4- Biological resources. For Mitigation Measures N-I through N-9 refer to Issue 12- Noise.				

Note: Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151, Public Resources Code; Sundstrom v. County of Mendocino, 202 Cal.App.3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal.App.3d 1337 (1

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation measures for the:

Jones Wholesale Lumber P16-0895 (MCUP), P16-0896 (DR), P16-0897 (VR)

The program has been prepared in compliance with State law and the Mitigated Negative Declaration (MND) prepared for the project by the City of Riverside (City).

The California Environmental Quality Act (CEQA) (Section 15097) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation measures identified in the MND. To facilitate the review of project requirements, the Standard Conditions identified in the MND have been incorporated into this MMRP.

MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Project Name: Jones Wholesale Lumber P16-0895 (MCUP), P16-0896 (DR), P16-0897 (VR)

Applicant: John Cencak

Date: January 31, 2018

Standard Condition/Mitigation Measure	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
BIOLGICAL RESOURCES					
Mitigation Measure B-1: Prior to the issuance of a grading permit, focused surveys for the burrowing owl shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside County MSHCP Area. The protocol surveys must be conducted by a qualified biologist four times during the breeding season (March 1 through August 31). Surveys must be conducted during appropriate weather conditions and must be completed between dawn and noon. A mandatory preconstruction survey for owls shall be conducted within 30 days prior to ground disturbance. If owls are observed during the preconstruction survey, additional mitigation measures shall be warranted. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season as described in Mitigation Measure B-2 and/or passive relocation of burrowing owls. A specific mitigation methodology for the owl shall be determined in consultation between the City of	City Planner or Designee	No more than thirty (30) days prior to the commencement of ground disturbing activities.	Provide evidence that the required pre-construction survey has been completed.		Withhold grading permit.

Standard Condition/Mitigation Measure	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Riverside and the Western Riverside County Regional Conservation Authority.					
Mitigation Measure B-2: If project activities are planned during the bird nesting season (February 15 to August 31), nesting bird survey(s) consisting of up to three (3) site visits within the week prior to clearing and demolition activities shall be conducted to ensure birds protected under the MBTA are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional measures are required. If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume.	City Planner or Designee	No more than thirty (30) days prior to the commencement of ground disturbing activities.	Provide evidence that the required pre-construction survey has been completed.		Withhold grading permit.

Standard Condition/Mitigation Measure	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
NOISE					
Mitigation Measures: Airport/Train Noise Impacts. The following mitigation measures are required: Air Space, 3/16" (Sealed) Glass **MM-N-1** Installation o**f s**ound rated operable windows and glass door assemblies with a 42 minimum sound transmission class (STC) ratings, 41/4" Laminated, 1".	Building Official (or designee)	Prior to the issuance of building permits.	Provide evidence that project plans include the recommended features.		Withhold building permits.
MM-N-2 All non-glass exterior doors should be solid core assemblies.	Building Official (or designee)	Prior to the issuance of building permits.	Provide evidence that project plans include the recommended features.		Withhold building permits.
MM-N-3 All doors should be fitted with air tight seals to minimize sound transmission	Building Official (or designee)	Prior to the issuance of building permits.	Provide evidence that project plans include the recommended features.		Withhold building permits.
MM-N-4 Exterior wall detail: a. Minimum 2x6 studs with two 2x6 top plates and one 2x6 bottom plate. b. RSIC-1 Resilient Channel attached to the interior side of the studs per manufactures specifications. c. 1 layer of 5/8” gypsum board attached to the channels. d. R-13 fiber glass insulation, 3-1/2” thick snugly fitted in the wall cavities between studs, plates and cross bracing.	Building Official (or designee)	Prior to the issuance of building permits.	Provide evidence that project plans include the recommended features.		Withhold building permits.

Standard Condition/Mitigation Measure	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
e. Portland cement or synthetic stucco system 7/8" thick. (Except Exit Stair Enclosure and Lobby, where the cement siding will be used).					
MM-N-5 Roof detail: a. Minimum one layer of 5/8" thick tongue-in-groove plywood sheathing. b. Roof joist. c. R-30 fiber glass insulation, snuggly fitted in the roof cavities. d. 2 layers of 5/8" thick gypsum board attached to the underside of the joist.	Building Official (or designee)	Prior to the issuance of building permits.	Provide evidence that project plans include the recommended features.		Withhold building permits.
MM-N-6 No exterior building openings that face the rail road track, other than windows and doors	Building Official (or designee)	Prior to the issuance of building permits.	Provide evidence that project plans include the recommended features.		Withhold building permits.
MM-N-7 Any changes to the final design of the project should be reviewed by a qualified Acoustical Consultant to ensure compliance with the Noise Standards	Building Official (or designee)	Prior to the issuance of building permits.	Provide evidence that project plans include the recommended features.		Withhold building permits.
MM-N- 8 The proposed office building should not be constructed closer than 46 feet from the new track centerline	City Planner (or designee)	Prior to approval of a Conditinal Use Permit.	Provide evidence that project plans include the recommended features.		Project does not move forward to a public hearing.

Standard Condition/Mitigation Measure	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
TRIBAL CULTURAL RESOURCES					
Mitigation Measure CUL-1: Prior to grading permit issuance, if there are any changes to Project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City and interested tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the Project site. The City and the Applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the Project site if the site design and/or proposed grades should be revised.	City Planner (or designee)	Prior to issuance of grading permit.	Provide evidence that project plans substantial conform to plans reviewed by Tribe.		Withhold grading permit.
Mitigation Measure CUL-2: Treatment and Disposition of Cultural Resources: 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: 1. **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	City Planner (or designee)	Upon discovery of inadvertent discovery during grading.	1) Submit and provide evidence that any inadvertent discovery of any tribal cultural resource has been appropriately and/or recorded, and relinquished to the consulting Native American tribe(s). 2) Submit an approved reburial agreement. 3) Submit an approved curation agreement.		Issuance of a stop work order.

Standard Condition/Mitigation Measure	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
thoroughly inventoried with tribal monitor oversite of the process; and					
2. **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 & Economic Development Department with evidence of same:					
a. 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;					
b. 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					

Standard Condition/Mitigation Measure	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
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:					
c. If more than one Native American tribe or band is involved with the Project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and					
d. At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the					

Standard Condition/Mitigation Measure	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center and interested tribes.					