INITIAL STUDY

Riverside Gateway Plaza Project
Southwest Corner of Van Buren Boulevard and Jurupa Avenue
City of Riverside

Prepared for:

City of Riverside Community & Economic Development Department
Planning Division

Prepared by:

LSA
1500 Iowa Avenue, Suite 200
Riverside, California 92507

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INTRODUCTION

California Environmental Quality Act Compliance

This document serves as the Initial Study (IS) for the Riverside Gateway Plaza Project (proposed project or project) in the City of Riverside (City), California. The City, through its Community & Economic Development Department, Planning Division (Division), is the lead agency responsible for the review and approval of the proposed project.

This Initial Study has been prepared by LSA Associates, Inc. (LSA) on behalf of the Division and is in conformance with Sections 15063 and 15064 of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.). The purpose of the Initial Study Environmental Evaluation is to provide the Lead Agency (the Division) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration.

As identified in the following analyses, project impacts related to various environmental issues either do not occur, are less than significant (when measured against established significance thresholds), or have been rendered less than significant through implementation of mitigation measures. Based on these analytical conclusions, this IS supports adoption of a Mitigated Negative Declaration (MND) for the proposed project as all potential significant impacts can be reduced to less than significant or less than significant with mitigation incorporated.

ENVIRONMENTAL CHECKLIST

1. **Case Numbers:** P18-0246 (RZ), P17-0638 (CUP), P18‑0247 (CUP), P18-0248 (CUP), P17‑0639 (DR)

2. **Project Title:** Riverside Gateway Plaza Project

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

4. **Contact Person:** Sean Kelleher, Associate Planner
   Phone Number: (951) 826-5712
   skellleher@riversideca.gov

5. **Project Location:** Southwest corner of Jurupa Avenue and Van Buren Boulevard, Riverside, California

6. **Project Applicant/Project Sponsor's Name and Address:** Sater Oil Group, LLC
   Attn: Eric LeVaughn
   683 Cliffside Drive
   San Dimas, California 91773

7. **General Plan Designation:** C - Commercial

8. **Zoning:** Existing: BMP – Business and Manufacturing Park Zone and PF – Public Facilities Zone

   Proposed: CR – Commercial Retail Zone

9. **Description of Project**: The project site is located on the southwest corner of Jurupa Avenue and Van Buren Boulevard in the City of Riverside, California. The site consists of lots 4, 5, and 7 of Tract Map (TM) 31542 on an approximately 3.9 acre site. The project site is located within an unsectioned portion of Township 3 South, Range 5

West within the *Riverside West, California* 7.5-minute quadrangle, as mapped by the U.S. Geological Survey (USGS). The project site is approximately 3 miles northwest of State Route 91 (SR-91), approximately 4 miles south of State Route 60 (SR-60), and approximately 5 miles east of Interstate 15 (I-15). Figure 1 identifies the regional and project location.

The project site is currently vacant with the exception of a utility easement traversing north to south through the site and a wireless telecommunication facility. The site gradually slopes downward in the northwest direction at approximately 1.6 percent. The project site ranges from an elevation of 741 feet above mean sea level (amsl) in the southeast to an elevation of 724 feet amsl in the northwest (see Figure 2, Aerial View of Project Site).

The project proposes a convenience store with a gas station and car wash, coffee shop with drive-thru, a fast-food restaurant with drive-thru, and additional retail development as follows:

- 3,800 square foot standalone Convenience Store, with Alcohol Sales / Car Wash / Gas / Service Station with 16 vehicle fueling positions (8 multiple product dispensers);
- 3,750 square foot standalone Fast Food With Drive-Thru; and
- 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building.

The proposed project will be developed as three (3) distinct lots as follows:

Lot one, located on the southwest corner of Jurupa Avenue and Van Buren Boulevard, consists of a 3,800 square foot standalone convenience store with a gas station consisting of 16 fueling stations (or 8 multiple product dispensers) covered by a 42 foot by 116 foot canopy, and a 24 foot by 48 foot car wash facility. The entrance to the convenience store will be oriented toward the Jurupa Avenue and Van Buren Boulevard intersection. The car wash will be located east of the convenience store and two proposed underground storage fuel tanks proposed northwest of the canopy. The convenience store/gas station will provide 31 parking stalls. Four of the proposed 31 stalls will be used as a self-service vacuum area. The trash facility (dumpster) will be located south of the convenience store and the proposed car wash facility entrance.

Lot two, located southeast of Lot one, consists of a 3,750 square foot fast food restaurant with drive-thru. The restaurant will provide 48 parking stalls. The proposed drive-thru would enter on the northern corner of Lot two and would exit east of the restaurant building. The proposed trash facility (dumpster) will be located to the west of the building. A 40 foot by 14 food loading zone just will be located south of the trash facility. The entrance to the proposed fast food restaurant building will be oriented toward Van Buren Boulevard with the associated parking located in between the restaurant building and Van Buren Boulevard. Outdoor seating will be located east of the building.

Lot three, located adjacent southeast of lot two (2), consists of one building comprised of a 2,590 square foot coffee shop/restaurant with drive-thru and 2,400 square feet of retail space. The proposed building will be located on the southeast corner of the proposed 3.9-acre project site. Lot three will provide 36 parking spaces. The drive-thru will enter south of the proposed restaurant/retail building and wrap around the eastern portion of the building and exit on the northern portion of the proposed building. The trash facility (dumpster) will be located south of the proposed building and a 35 foot by 11 foot loading zone will be located further south of the proposed building (slightly north of Doolittle Avenue). Outdoor seating will be available east of the proposed building.

The project will include the extension of Doolittle Drive from its current terminus on the south portion of the site north to Jurupa Avenue. The new section of Doolittle Drive will include two full access driveways to the project site. In addition, right in/out only project driveways will be constructed on Jurupa Avenue and Van Buren Boulevard.

The project proposal also includes a request to rezone the proposed 3.9-acre project site, as well as, the adjacent 5.6-acre property to the west from BMP – Business and Manufacturing Park Zone and PF – Public Facilities Zone to CR – Commercial Retail Zone. The CR - Commercial Retail Zone is intended to allow for a broad range of retail sales, service, and office uses.

Nearly all of the runoff generated by the project will be detained on site, then routed to City storm drains located in Van Buren Boulevard and Jurupa Avenue, and then ultimately into the Santa Ana River. Doolittle Avenue is proposed to traverse the project site from the southeast corner (existing connection) and connect to an existing driveway located on the northwest corner on Jurupa Avenue.

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

The project site is surrounded by undeveloped land to the north across Jurupa Avenue, commercial development to the east across Van Buren Boulevard, a golf course and a business park to the south, an undeveloped parcel to the west, and further west a natural drainage to the Santa Ana River with Hole Lake even further west. The Santa Ana River is located approximately 0.3 mile (1,763 feet) north of the project site. Single-family residential units are located on Palos Drive approximately 600 feet (0.1 mile) southwest of the project site and on Bradford Street approximately 720 feet away northwest of the proposed project site.[1] The Van Buren Golf Center is located adjacent to the southeast (east of the existing business park). Figure 4 presents four photographs of the project site.

The project proposal includes a request to rezone the project site from BMP – Business and Manufacturing Park Zone and PF – Public Facilities Zone to CR – Commercial Retail Zone. The CR - Commercial Retail Zone is intended to allow for a broad range of retail sales, service, and office uses.

Table 1.A: Existing Land Uses and Land Use Designations

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Undeveloped Land with Exception of utility easement	C - Commercial	Existing: BMP – Business and Manufacturing Park Zone Proposed: CR – Commercial Retail
North	Vacant	C - Commercial	R-1-7000 – Single Family Residential
East	Commercial	B/OP – Business/Office Park	BMP – Business and Manufacturing Park Zone
South	Commercial/Golf Course	OS – Open Space/Natural Resources; and PF - Public Facility/Institutional	PF – Public Facility / BMP – Business and Manufacturing Park Zone
West	Vacant/Riparian Habitat	OS – Open Space	PF – Public Facility

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

    a. City of Riverside
    b. Regional Water Quality Control Board (RWQCB), Santa Ana Region – National Pollutant Discharge Elimination System (NPDES) Construction General Permit
    c. RWQCB, Santa Ana Region – Storm Water Pollution Prevention Plan (SWPPP)
    d. RWQCB, Santa Ana Region – 401 Water Quality Certification – Waste Discharge Requirement (WDR)
    e. South Coast Air Quality Management District (SCAQMD) – Dust Control Plan

12. **Other Reviews Incorporated by Reference in this Review:**

a. City of Riverside General Plan 2025
    b. City of Riverside General Plan 2025 Final Program EIR (FPEIR)
    c. Title 19, Zoning Code
    d. Title 20, Cultural Resources

13. **Acronyms**

AB ..... Assembly Bill
AERMOD ..... American Meteorological Society/Environmental Protection Agency Regulatory Model
APN ..... Assessor's Parcel Number
AQMP ..... Air Quality Management Plan
ARB ..... California Air Resources Board
ASHRAE ..... American Society of Heating, Refrigerating and Air Conditioning Engineers

[1] Google Earth, Imagery Date: March 2018.

ASTM ..... American Society for Testing and Materials
Basin ..... South Coast Air Basin
BAU ..... Business As Usual
BMP ..... Best Management Practice
BNSF…….. Burlington Northern Santa Fe
B/OP..... Business/Office Park
C&D..... Construction and Demolition
CalRecycle ..... California Department of Resources Recycling and Recovery
CAP..... Climate Action Plan
CAPCOA ..... California Air Pollution Control Officers Association
CBC ..... California Building Code
CCR ..... California Code of Regulations
CEC..... California Energy Commission
CEQA..... California Environmental Quality Act
CHL ..... California Historical Landmarks
CHRIS..... California Historical Resources Information System
City..... City of Riverside
CMP ..... Congestion Management Plan
CNEL ..... Community Noise Equivalent Level
CO..... Carbon monoxide
CPHI ..... California Points of Historical Interest
CREC ..... Controlled Recognized Environmental Conditions
DAMP ..... Drainage Area Management Plan
dBA..... A-weighted decibels
Division..... Planning Division
DOC ..... California Department of Conservation
DPM..... diesel particulate matter
EIC ..... Eastern Information Center
EIR ..... Environmental Impact Report
EO ..... Executive Order
EOP ..... Emergency Operations Plan
EPA ..... United States Environmental Protection Agency
ESA ..... Environmental Site Assessment
FEMA ..... Federal Emergency Management Agency
FIND ..... Facility Information Detail
FPEIR..... Final Programmatic Environmental Impact Report
FRA..... Federal Railroad Administration
FTA..... Federal Transit Administration
GAP ..... Green accountability performance
GCC ..... Global Climate Change
GHG..... Greenhouse Gas
GIS ..... Geographic Information System
GP ..... General Plan
GP 2025 ..... General Plan 2025
HCM ..... Highway Capacity Manual
HCP..... Habitat Conservation Plan
HRA ..... Health Risk Assessment
HREC..... Historic Recognized Environmental Conditions
HRI..... Historic Resource Inventory
HVAC ..... Heating, Ventilation and Air-Conditioning
IS ..... Initial Study
Lbs/day..... Pounds per day
LHMP ..... Local Hazard Mitigation Plan
L_{eq}..... equivalent continuous sound level

L_{max} ..... maximum noise level
LOS ..... Level of Service
LSA ..... LSA Associates, Inc.
LST ..... Localized Significance Threshold
MATES ..... Multiple Air Toxics Exposure Studies
MBTA ..... Migratory Bird Treaty Act
MDR ..... Medium Density Residential
MERV ..... Minimum Efficiency Reporting Value
MLD ..... Most Likely Descendant
MND ..... Mitigated Negative Declaration
MS4 ..... Municipal Separate Storm Sewer Systems
MSHCP ..... Western Riverside County Multiple Species Habitat Conservation Plan
MT CO_2e ..... metric tons of carbon dioxide-equivalent gases
NAHC ..... Native American Heritage Commission
NPDES ..... National Pollutant Discharge Elimination System
NO_X ..... Nitrogen oxides
OEM ..... Office of Emergency Services
PEV ..... plug-in electric vehicle
PF ..... Public Facilities
PM_{10} ..... Particulate matter less than 10 microns in size
$PM_{2.5}$ ..... Particulate matter less than 2.5 microns in size
ppm ..... parts per million
R-1-7000 ..... Single-Family Residential
RCALUCP ..... Riverside County Airport Land Use Compatibility Plan
RCP ..... Regional Comprehensive Plan
RCTC ..... Riverside County Transportation Commission
REC ..... Recognized Environmental Conditions
ROC ..... Reactive Organic Compounds
RPU ..... Riverside Public Utilities
RRG ..... Riverside Restorative Growthprint
RRG-CAP ..... Riverside Restorative Growthprint Climate Action Plan
RRG-EPAP ..... Riverside Restorative Growthprint Economic Prosperity Action Plan
RTP ..... Regional Transportation Plan
RUSD ..... Riverside Unified School District
RWQCB ..... Regional Water Quality Control Board
RWY ..... Railway
SCAG ..... Southern California Association of Governments
SCAQMD ..... South Coast Air Quality Management District
SCE ..... Southern California Edison
SCRRA ..... Southern California Regional Rail Authority
SKR ..... Stephens' Kangaroo Rat
SO_X ..... Sulfur oxides
SR-91 ..... State Route 91
SWPPP ..... Storm Water Pollution Prevention Plan
SWRCB ..... State Water Resources Control Board
TAC ..... Toxic Air Contaminants
TTM ..... Tentative Tract Map
USGS ..... United States Geological Survey
UWMP ..... Urban Water Management Plan
VOC ..... Volatile Organic Compounds
WDR ..... Waste Discharge Requirement
WRCOG Western Riverside Council of Governments

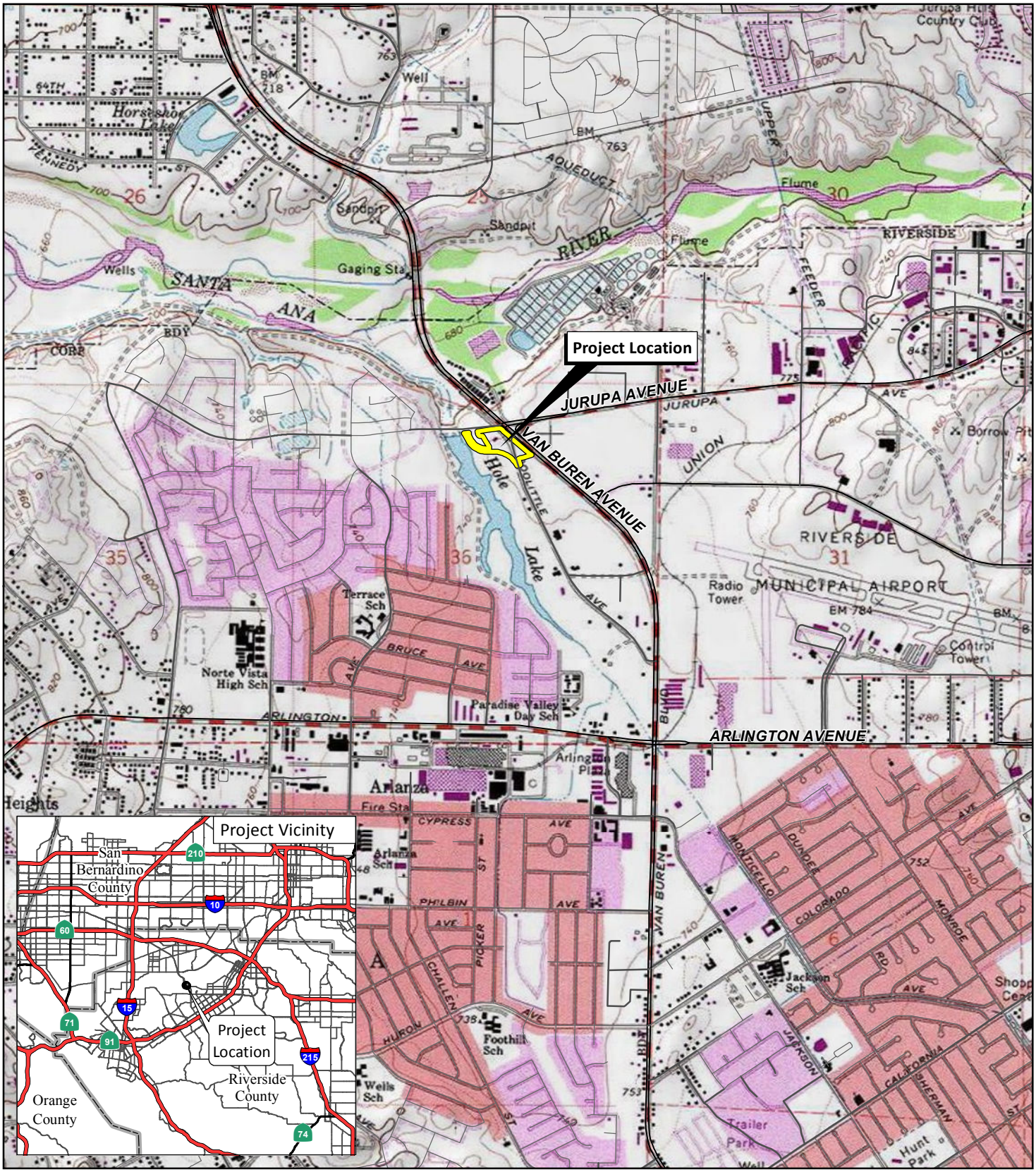

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FIGURE 1

Riverside Gateway Plaza

Regional and Project Location

SOURCE: USGS 7.5' Quad: Riverside West, 1980, CA; Riverside County, 2017.

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LEGEND

Proposed Zone Change

Project Site

FIGURE 2

N

0 75 150

FEET

SOURCE: Google (2018)

Riverside Gateway Plaza

Aerial View of Project Site

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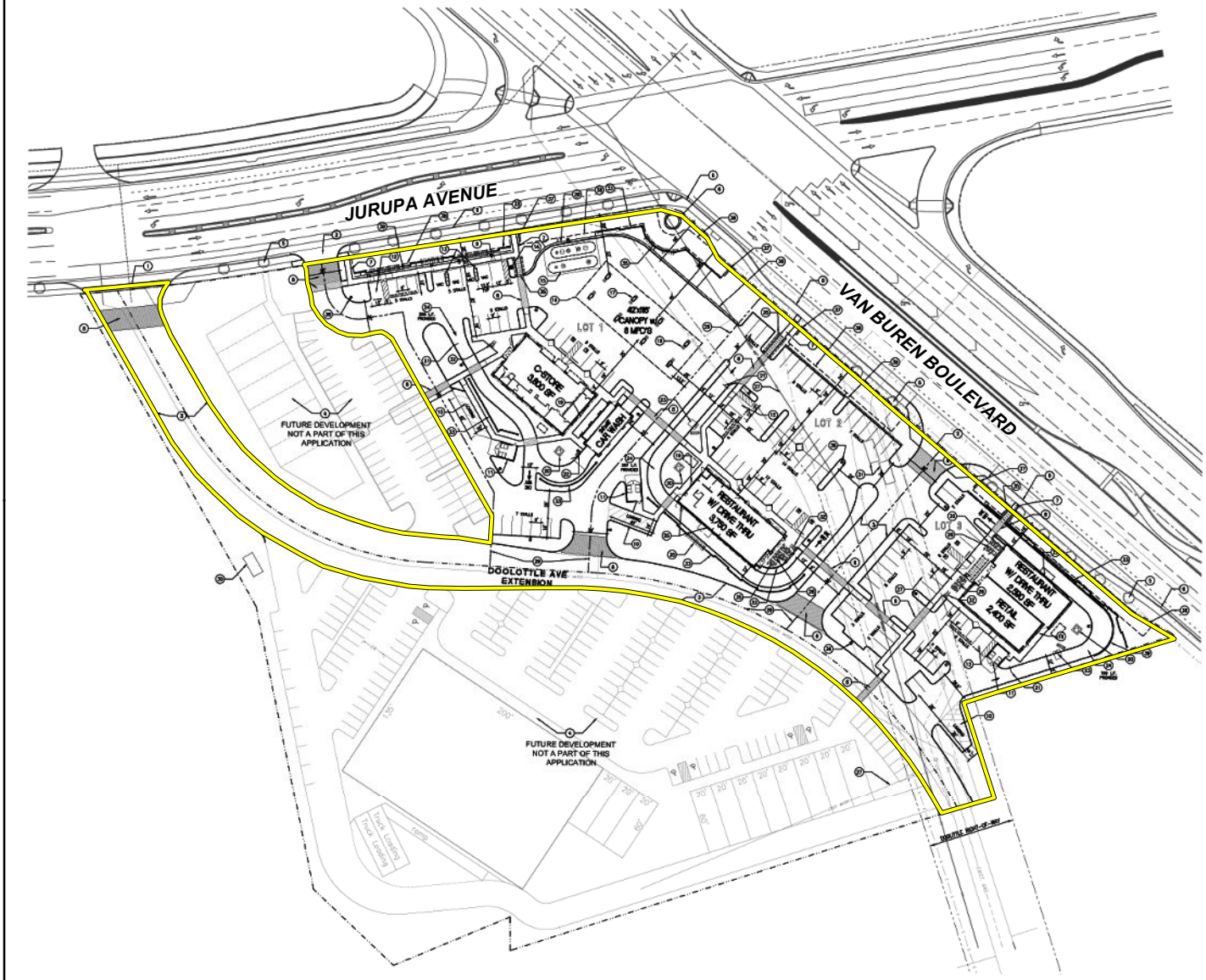

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LEGEND

Project Site

FIGURE 3

N

0 75 150

FEET

Riverside Gateway Plaza

Site Plan

SOURCE: Barghausen Consulting Engineers, Inc.(June, 2018)

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View looking west/southwest along Jurupa Avenue from northeast corner of the site.

View looking east/southeast along Jurupa Avenue from northwest corner of the site.

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FIGURE 4a

Riverside Gateway Plaza

Site Photographs

View looking north from Doolittle Avenue terminus on the south property line.

View looking north along Van Buren Boulevard from southeast corner of the site.

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FIGURE 4b

Riverside Gateway Plaza

Site Photographs

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 and Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Service	☐ Recreation
☐ Transportation and Traffic	☐ Tribal Cultural Resources	☐ Utility Systems
☐ Mandatory Findings of Significance		

DETERMINATION

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

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

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

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

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

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

Signature _____ Date _____

Printed Name & Title _____ For City of Riverside

Environmental Initial Study

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 measures that 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.

9) Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

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: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)***

Less Than Significant Impact. The City's General Plan 2025 Open Space and Conservation Element identifies scenic resources in the City and states that "the hillsides and ridgelines above Riverside offer scenic benefits to the community." Notably, Box Springs Mountain, Mount Rubidoux, Arlington Mountain, Alessandro Heights, and the La Sierra/Norco Hills are scenic resources and offer scenic views in the City (Riverside 2007a). The project site is not located near these scenic resources, but there are distant views of Mount Rubidoux to the northeast and of the Box Springs Mountains to the east from the project site. In addition, the Santa Ana River is located to the north of the project site providing views of the river bottom open space from the Van Buren Boulevard bridge.

The proposed project would introduce single story buildings ranging from approximately 20 to 31 feet in height on a site that currently has no aboveground structures. Easterly views of Mount Rubidoux the Box Springs Mountains would still be available from Van Buren Boulevard and surrounding development. Similarly, the proposed project would not alter views of the Santa Ana River. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista.

Further, the proposed project design has been reviewed for consistency with the City of Riverside Citywide Design and Sign Guidelines. The City's General Plan 2025 policies are aimed at balancing development interests with broader community preservation objectives. Through project compliance and implementation of applicable General Plan objectives and policies, development standards, design guidelines, and requirements, including General Plan Objectives LU-27, LU-28, LU-29, LU-30, LU-67 and Policies LU-30.3, LU-58.7, LU-67.4, and LU-67.5, the potential direct, indirect, and cumulative impacts of the proposed project on scenic vistas are considered **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, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City's Urban Forest Tree Policy Manual, Title 20 – Cultural Resources, and Caltrans 2011)***

Less Than Significant Impact. The project site is not located adjacent to or near a State Scenic Highway.[2] The proposed project would have no impact on eligible and officially designated Scenic Highways and would not damage scenic resources, including trees, rock outcroppings, and historic buildings along a State Scenic Highway. .However, the project site fronts Van Buren Boulevard that is designated a scenic boulevard and a scenic parkway in the City's General Plan.[3] Van Buren Boulevard is a major east-west connector between I-215 in the east side of Riverside to its crossing of the Santa Ana River in the northwest portion of Riverside adjacent to Jurupa Valley. However, the project would not affect the scenic views of the Santa Ana River as well as views to the northeast of Mount Rubidoux and to the east of Box Springs Mountains afforded from Van Buren Boulevard. Therefore, the project will have a **less than significant impact** to scenic resources within a state or local scenic highway. No mitigation is required.

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

[2] California Scenic Highway Mapping System, Riverside County. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/ (Accessed November 16, 2017).

[3] Figure 5.1-1 Scenic and Special Boulevards and Parkways, *City of Riverside General Plan and Supporting Documents EIR*, November 2007.

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

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

Less Than Significant Impact. The project site is primarily undeveloped with the exception of a utility easement traversing north to south through the site and a wireless telecommunication facility. The existing land uses adjacent to the project site include undeveloped land to the north across Jurupa Avenue, commercial development to the east across Van Buren Boulevard, a golf course and a business park to the south, and a natural drainage to the Santa Ana River to the west (Hole Lake), and residential development further to the west of the natural drainage. The proposed project includes a Rezoning Request to rezone the project site, from BMP – Business and Manufacturing Park and PF – Public Facilities Zone to CR – Commercial Retail consistent with the sites Commercial General Plan Land Use Designation. Business park, commercial, and other non-residential uses are located to the south and east, and the proposed commercial retail project would have the same appearance as these nearby properties. The homes to the west are separated from the project site by the natural drainage that provides an adequate buffer between the uses. Therefore, the proposed project would not degrade the existing visual character of the area. The project will have a **less than significant impact** related to visual character and quality of the site and surrounding 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?	☐	☐	☒	☐

1d. Response: ***(Source: General Plan 2025, Chapter 19.556 – Lighting, Citywide Design Guidelines and Sign Guidelines, and Title 19 – Article VIII – Chapter 19.710 – Design Review)***

Less Than Significant Impact. The project site is located in an area with existing outdoor lighting sources along Van Buren Boulevard and Jurupa Avenue. Currently, sources of nighttime light originate from the nearby business park and commercial uses, streetlight and vehicles. New sources of light and glare may be present during project construction, but would be temporary and would cease upon construction completion.

The proposed lighting on the project site would include lighting typical of commercial retail uses, including lights from inside and outside the retail buildings and entrance lighting in compliance with Chapter 19.556 and Section 19.590.070 of the RMC. Chapter 19.556 of the RMC sets forth standards to ensure that lighting provided for projects is adequate to light the project for safety while not causing light spillage onto neighboring properties. Section 19.590.070 of the RMC establishes performance standards for light and glare and identifies required lighting for safety purposes at entryways, along walkways, between buildings, and within parking areas, as well as establishes minimum lighting levels and other lighting requirements. The proposed lighting would be directed, oriented, and shielded to prevent light from shining onto the adjacent properties as required by the RMC. Although the lighting proposed by the project would increase lighting on the project site compared to current conditions, the lighting would not result in substantial light or glare compared to surrounding development. Additionally, any exterior building materials would be constructed in accordance with *Chapter 19.710 – Design Review* of the City's Municipal Code that will reduce the occurrence of glare. As such, the project will have **less than significant impacts** that would adversely affect day or nighttime views due to glare and lighting. No mitigation is required.

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 Department of Conservation (DOC) 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: General Plan 2025 – Figure OS-2 – Agricultural Suitability and Department of Conservation 2016a)***

No Impact. The proposed project site is currently vacant with the exception of a utility easement traversing north to south through the site and a wireless telecommunication facility. The subject site is designated "Urban and Built-Up Land" and "Other Land" by the Department of Conservation Farmland Mapping and Monitoring Program and as depicted in Figure OS-2, Agricultural

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

Suitability, in the City's General Plan 2025. As indicated in the General Plan 2025 EIR, impacts from conversion of Farmland and agricultural land is limited to Farmland of Local Importance, land subject to Proposition R and Measure C, land under Williamson Act Contract, as well as any other land being used for agricultural uses as a legal nonconforming use. The project site contains none of these land classification types. Therefore, the proposed project would have **no impact** directly, indirectly or cumulatively on Farmland or agricultural uses.

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

2b. Response: ***(Source: CADME, General Plan 2025– Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, Title 19, and Department of Conservation 2016b)***

No Impact. The project site is not zoned for agricultural use. According to the Department of Conservation and Figure OS-3-Williamson Act Preserves, in the City's General Plan 2025, the project site is devoid of any Williamson Act Contracts. Therefore, the project will have **no impact** directly, indirectly, or cumulatively to agricultural use or Williamson Act contract lands. 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 not zoned for forest land use. The project site is currently vacant with the exception of a utility easement traversing north to south through the site and a wireless telecommunication facility. No forest land, timberland, or Timberland Production areas are on the project site. Therefore, **no impacts** to forest land or timberland will occur from the project. 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 currently vacant with the exception of a utility easement traversing north to south through the site and a wireless telecommunication facility. The site is not being used as forest land; therefore, development of the proposed project would not convert forest land to non-forest use. **No impact** to forest land will occur from the project. 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: General Plan 2025 – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR – Appendix I – Designated Farmland Table, Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone)***

No Impact. The subject site is designated "Urban and Built-Up Land" and "Other Land" by the Department of Conservation Farmland Mapping and Monitoring Program and as depicted in Figure OS-2, Agricultural Suitability, in the City's General Plan 2025. Since the site is not located on any designated Farmland, no conversion of Farmland to non-agricultural use would occur. No forest land is on site; therefore, **no impacts** will occur from this project directly, indirectly, or cumulatively related to conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. 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?	☐	☐	☒	☐

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

3a. Response: ***(Sources: Air Quality and Greenhouse Gas Impact Analysis (Appendix A); General Plan 2025,*** **LU – 141 Land Use)**

Less Than Significant Impact. The project site is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAQMD and the SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP), which has a 20-year horizon for the Basin. The SCAQMD and SCAG must update the AQMP every three years. The current regional air quality plan is the Final 2016 AQMP adopted by the SCAQMD on March 10, 2017. The 2016 AQMP proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin that are under SCAQMD jurisdiction.

The 2016 AQMP seeks to achieve multiple goals in partnership with other entities promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of our nearly 17 million residents, including those in disproportionally impacted and environmental justice communities that are concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to our air quality challenges. For that reason, the SCAQMD worked closely engaged with the California Air Resources (CARB) and the U.S. EPA who have primary responsibility for these sources. The Plan recognized the critical importance of working with other agencies to develop new regulations, as well as secure funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. These "win-win" scenarios will be key to implementation of this Plan with broad support from a wide range of stakeholders. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy.[4]

The 2016 AQMP addresses several Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2016 AQMP builds upon the approaches taken in the 2012 AQMP for the Basin for the attainment of the Federal ozone (O_3) air quality standard.[5] The Basin is currently a Federal and State nonattainment area for particulate matter less than 10 microns in size (PM_{10}), particulate matter less than 2.5 microns in size ($PM_{2.5}$), and O_3.

Consistency with the AQMP for the Basin means that a project would be consistent with the goals, objectives, and assumptions in the respective plan to achieve the Federal and State air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed when a project:

(1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and

(2) is consistent with the growth assumptions in the AQMP. For the proposed project to be consistent with the AQMP adopted by the SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projections used in reaching future criteria pollutant AAQS attainment, reducing greenhouse gases, and reducing toxic risks. Additionally, if feasible mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP.

According to the *CEQA Air Quality Handbook*, consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. The proposed project is consistent with the existing C - Commercial General Plan Land Use Designation for the site. The City's General Plan 2025 is consistent with the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy and the 2016 AQMP. In addition, the proposed project is not considered a significant project (e.g., airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities). Therefore, the project's air pollution emissions would be consistent with the projections contained in the AQMP. Furthermore, as discussed in Response 3b, below, the project-specific short-term construction and long-term pollutant emissions would be less than the emissions thresholds established in the SCAQMD's *CEQA Air Quality Handbook*; therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation. For these reasons, the

[4] http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan, site accessed March 13, 2018.

[5] *Final 2016 Air Quality Management Plan*, South Coast Air Quality Management District, March 2017.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
proposed project is consistent with the regional AQMP. Therefore, the project will have a **less than significant impact** related to the implementation of the AQMP. No mitigation is required.				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

3b. Response: ***(Source: Air Quality and Greenhouse Gas Impact Analysis (Appendix A); CEQA Air Quality Handbook, South Coast Air Quality Management District (SCAQMD), April 1993)***

Less Than Significant Impact. The proposed project would generate pollutant emissions associated with construction activities, vehicle trip generation, power and gas consumption, and stationary activities. However, the discussion below demonstrates the proposed project will be constructed in compliance with applicable SCAQMD regulations. Therefore, the project will not exceed SCAQMD significance thresholds during construction and afterword during project operations. Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in the SCAQMD's *CEQA Air Quality Handbook* (April 1993). The criteria include emission thresholds and compliance with State and national air quality standards.

Short-Term (Construction) Impacts

Air quality impacts could occur during construction of the proposed project from site preparation, soil disturbance, building construction, architectural coating, paving, and emissions from equipment exhaust. Major sources of emissions during grading and site preparation include (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, and (3) soil disturbances from grading and backfilling. The following summarizes construction emissions and associated impacts of the proposed project.

Construction Activities. Construction activities produce combustion emissions from various sources (e.g., demolition, grading, site preparation, utility engines, tenant improvements, and motor vehicles transporting the construction crew). Exhaust emissions from construction activities envisioned on site would vary daily as construction activity levels change. The use of construction equipment and vehicles on site would result in exhaust emissions. Construction emissions were calculated using the California Emissions Estimator Model (CalEEMod Version 2016.3.1) and are summarized in Table 3.A.

The proposed project would comply with applicable SCAQMD rules and regulations, including Rule 403 for fugitive dust control and Rule 1113 for architectural coatings. Rule 403 requires the implementation of dust control measures, including regular watering of active grading areas and unpaved roads, limiting vehicle speeds on unpaved surfaces, stabilizing stockpiled earth, and curtailing grading operations during high wind conditions. Watering of active grading areas is included in the CalEEMod emissions analysis and results in reduced PM_{10} and $PM_{2.5}$ emissions. SCAQMD Rule 1113 limits the VOC content of architectural coatings. The emission reductions associated with compliance with this rule have been included in the emissions calculations.

Table 3.A presents the estimated maximum daily emissions during construction of the proposed project and compares the estimated emissions with the SCAQMD's daily regional emission thresholds. As shown, project construction mass daily emissions would be less than the SCAQMD's thresholds for all criteria air pollutants. As such, emissions from construction activities would not violate any air quality standard or substantially contribute to an existing or projected air quality violation. Impacts would be less than significant, and no mitigation is required.

Table 3.A: Short-Term Regional Construction Emissions

	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	5	48	23	<1	8	3	5	2
Grading	3	31	17	<1	3	2	2	1
Building Construction	3	24	18	<1	<1	2	<1	1
Paving	2	13	13	<1	<1	<1	<1	<1

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

Architectural Coating	3	2	2	<1	<1	<1	<1	<1
Peak daily emissions	**5**	**48**	**23**	**<1**	**11**		**7**	
SCAQMD Pollutant Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: Table J, *Air Quality and Greenhouse Gas Impact Analysis*, LSA, January 2019 (Appendix A)
Notes: These estimates reflect control of fugitive dust required by SCAQMD Rule 403.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.

CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur dioxide
VOC = volatile organic compounds

Localized Impacts Analysis. The project site is surrounded by undeveloped properties to the west and to the north across Jurupa Avenue, and business park development to the south and east across Van Buren Boulevard. The nearest sensitive receptors to the project site are existing residences on Palos Drive at least 600 feet to the southwest and on Bradford Street approximately 720 feet to the northwest. Table 3.B identifies the on-site construction emissions of CO, NO_x, PM_{10}, and $PM_{2.5}$ and demonstrates that all concentrations of pollutants would be below the SCAQMD thresholds of significance. Therefore, short-term LST significant air quality impacts would be **less than significant**, and no mitigation is required.

Table 3.B: Construction Localized Significance Threshold Impacts

Emissions Sources	NO_x	CO	PM_{10}	$PM_{2.5}$
On-site Emissions (lbs/day)	48	22	11	7
LST Thresholds	**433**	**5,733**	**83**	**26**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Table K, *Air Quality and Greenhouse Gas Impact Analysis*, LSA, January 2019 (Appendix A)

Source Receptor Area: Metropolitan Riverside County Area, 5 acres, 600 foot distance.

CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance threshold
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Naturally Occurring Asbestos. The proposed project is located in the City of Riverside, Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils. However, no such rock materials have been found in the project area in the past 25 years. By following standard nuisance and dust control measures, as required by SCAQMD Rules 402 and 403 , any naturally occurring asbestos that might be disturbed would not become airborne. Therefore, the potential risk for naturally occurring asbestos during project construction is small and **less than significant.** No mitigation is required.

Long-Term (Operational) Impacts

Long-Term Project Operational Emissions. Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would result in area-, energy-, and mobile-source emissions. The stationary-source emissions would come from many sources, including the use of consumer products, landscape equipment, general energy, and solid waste.

As part of the *Air Quality and Greenhouse Gas Impact Analysis* (Appendix A), long-term operational emissions associated with the proposed project were calculated using CalEEMod Version 2016.3.1 and are shown in Table 3.C. Area sources include architectural coatings, consumer products, hearths, and landscaping. Energy sources include natural gas consumption for heating and cooking. Mobile-source emissions usually result from vehicle trips associated with a project. Table 3.C shows that the increase of all criteria pollutants as a result of the proposed project would not exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants.

In addition, the project will be compliant with Title 24 of the California Code of Regulations established by the California Energy Commission (CEC) regarding energy conservation and green building standards. The project will include low-emission water heaters, and exterior windows will have window treatments for efficient energy conservation to reduce operational air pollutant emissions. Therefore, project-related long-term air quality impacts would be **less than significant** and no mitigation is required.

Table 3.C: Opening Year Regional Operational Emissions

Source	Pollutant Emissions, lbs/day					
	VOC	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
Proposed Scenario						
Area	<1	<1	<1	0	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	11	5	62	<1	13	3
Total Project Emissions	**11**	**6**	**62**	<1	**13**	**3**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Table L, *Air Quality and Greenhouse Gas Impact Analysis*, LSA, January 2019 (Appendix A)
Note: The values provided are the maximum summer or winter daily emissions results from CalEEMod.

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SOx = sulfur oxides
VOC = volatile organic compounds

Localized Impacts Analysis. Table 3.D details the calculated emissions for the proposed operational activities compared with the appropriate LSTs. By design, the localized impacts analysis only includes on-site sources; however, CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 3.D include all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related new vehicle traffic that would occur on site. A total of 5 percent is considered conservative because the average trip lengths assumed are 14.7 miles for home to work, 5.9 miles for home to shopping, and 8.7 miles for other types of trips.[6] Table 3.D demonstrates the operational emission rates would not exceed the NO_x, CO, PM_{10}, and $PM_{2.5}$ LSTs for the existing sensitive receptors located within the 600-foot minimum distance for LST analyses. Therefore, locally significant air quality impacts would be **less than significant** and no mitigation is required.

Table 3.D: Long-Term Operational Localized Significance Thresholds

Emissions Sources	NO_x	CO	PM_{10}	$PM_{2.5}$
On-site emissions (lbs/day)	<1	4	<1	<1
LST Thresholds	469	6,278	21	7.3
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Table M, *Air Quality and Greenhouse Gas Impact Analysis*, LSA, January 2019 (Appendix A)

Source Receptor Area: Metropolitan Riverside County Area, 5 acres, 600 foot distance, on-site traffic 5 percent of total.

CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance thresholds
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Long-Term Microscale (CO Hotspot) Analysis. Local ambient air quality is most affected by CO emissions from motor vehicles. CO is typically the contaminant of greatest concern because it is the pollutant created in greatest abundance by motor vehicles and does not readily disperse into the air. Because CO does not readily disperse into the atmosphere, areas of vehicle congestion can create pockets of high CO concentrations called "hotspots." Under certain extreme meteorological conditions such as temperature inversions and in areas containing wind inhibiting landscapes such as hills or buildings, CO concentrations near a congested roadway or intersection may not disperse and may reach unhealthful levels affecting local sensitive receptors. These hotspot pockets have the potential to exceed the state 1-hour standard of 20 parts per million (ppm) of CO and/or the 8-hour standard of 9.0 ppm.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored in the Riverside area station, showed a highest recorded 1-hour concentration of 4.1 ppm (the state standard is 20 ppm) and a highest 8-hour concentration of 2.0 ppm (the state standard is 9 ppm) during the past 3 years. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in the *Riverside Gateway Plaza Traffic Impact Study* (Appendix G), all study area intersections currently operate at a satisfactory level of service (LOS). With addition of the project in the existing setting and all future scenarios with recommended improvements, all study area intersections would continue to operate at satisfactory LOS. The free flow traffic that is forecast to occur with the addition of project traffic do not create the conditions that create CO hotspots.

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

Therefore, the project would be implemented in an existing setting with no significant peak-hour intersection impacts and continue to do so in the future with projected cumulative traffic. Given the extremely low level of CO concentrations in the project area, lack of extreme meteorological conditions, and no nearby wind inhibiting landscapes, project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Because no CO hot spot would occur, there would be a **less than significant** impact related to CO concentrations.

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: Air Quality and Greenhouse Gas Impact Analysis (Appendix A))***

Less Than Significant Impact. The cumulative impacts analysis is based on projections in the regional AQMP. As described in the consistency analysis presented in Response 3a, above, the proposed project is consistent with the growth assumptions in the City's General Plan 2025 and the regional AQMP. The City's General Plan 2025 is consistent with the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy and the SCAQMD AQMP. In addition, the proposed project is not considered a significant project (e.g., airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities). Therefore, the project (including the change in zoning designation from BMP- Business and Manufacturing Park Zone to CR- Commercial Retail Zone) would be consistent with the AQMP.

Further, as discussed in Response 3b, the proposed project does not increase the frequency or severity of an air quality standards violation or cause a new violation. This study area is described as the appropriate tool to evaluate discrete project-related circulation impacts for the City that encompasses the air quality impacts from the proposed project. As shown in the *Riverside Gateway Plaza Traffic Impact Study* (Appendix G), the proposed project would not result in any significant LOS change or intersection delay with the implementation of the recommended improvements detailed in Section 16-Traffic. Thus, the combined effects of the related projects would be less than significant. Because there is no cumulative significant impact and the proposed project is consistent with the growth assumptions in the 2016 Regional Transportation Plan/ Sustainable Communities Strategy and the AQMP, the combined effects are not cumulatively significant. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin. Long-term cumulative air quality impacts would be **less than significant** and no mitigation is required.

d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

3d. Response: ***(Source: Air Quality and Greenhouse Gas Impact Analysis (Appendix A)***

Less Than Significant Impact. The SCAQMD recommends the evaluation of localized NO_x, CO, PM_{10}, and $PM_{2.5}$ concentration-related impacts to sensitive receptors in the immediate vicinity of the project site. Sensitive receptors include but are not limited to residential land uses, schools, open space and parks, recreational facilities, hospitals, resident care facilities, daycare facilities, or other facilities that may house individuals with health conditions that would be affected by poor air quality.

The project site is surrounded by undeveloped properties and business park uses. The nearest residential uses are located on Palos Drive at least 600 feet southwest of the proposed project site and on Bradford Street approximately 720 feet northwest of the proposed project site. Table 3.B above identifies the on-site construction emissions of CO, NO_x, PM_{10}, and $PM_{2.5}$ and demonstrates that all concentrations of pollutants would be below the SCAQMD thresholds of significance. Therefore, short-term construction LST significant air quality impacts would be **less than significant**, and no mitigation is required.

Table 3.D above details the calculated emissions for the proposed operational activities compared with the appropriate LSTs. Table 3.D demonstrates the operational emission rates would not exceed the NOx, CO, PM10, and PM2.5 LSTs for the existing sensitive receptors located at a distance of 600 feet or more. Therefore, operational LST significant air quality impacts would be **less than significant** and no mitigation is required.

[6] CalEEMod was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California Air Districts to account for local requirements and conditions. http://www.aqmd.gov/caleemod/, site accessed August 16, 2017.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3e. Response: (Source: Air Quality and Greenhouse Gas Impact Analysis (Appendix A))

Less Than Significant Impact. Heavy-duty equipment operating on the project site during construction would emit odors, primarily from equipment exhaust. However, odors associated with the construction activity would be limited to the project site, would disperse quickly, and would cease to occur after construction is completed. Additionally, it is not likely that odors from construction would be noticeable beyond the project boundaries. No other sources of objectionable odors have been identified. The proposed commercial retail project includes a fast restaurant that would emit exhaust odors, however such odors would dissipate at a distance of 600 feet to the nearest residences. Therefore, project impacts related to objectionable odors would be **less than significant** and no mitigation is required.

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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

4a. Response: ***(Source: MSHCP Consistency Analysis and Habitat Assessment (Appendix B); General Plan 2025 – Figure OS-6 – Stephens' 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)***

Less Than Significant With Mitigation Incorporated. The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but is not located within a Specific Area Plan, Criteria Area, or adjacent to a Criteria Area or Conservation Area.[7] The project site is primarily undeveloped with the exception of a utility easement traversing north to south through the site and an existing wireless telecommunication facility. The site is generally flat and level, with the topography sloping slightly from south to north. Soils on the site consist of loam, clay, and terrace escarpments. Native plant communities are absent from the site, with approximately 10 percent covered by patches of newly emergent Russian thistle (*Salsola tragus*) and dry red brome (*Bromus madritensis ssp. rubens*). Ornamental trees and landscaping are found along the northern, eastern, and southern perimeters of the site related to the adjacent commercial business park, golf course, and sidewalk greenbelt. A Peruvian pepper tree (*Schinus molle*) is located near the center of the project site.

The site is within the MSHCP survey areas for Narrow Endemic Plant Species Survey Area (NEPSSA) plant (San Diego ambrosia, Brand's phacelia, and San Miguel savory). However, the general biological resources survey revealed that suitable soils and/or habitat conditions for NEPSSA target species do not occur on the project site. San Diego ambrosia is found in low areas within floodplains or at edges of vernal pools in sandy loam or clay soils, none of which exist on the project site. Brand's phacelia is found within sandy washes and benches in alluvial floodplains in clay soils, none of which exist on the project site. San Miguel is found within rocky moist sites in oak woodland or tall dense chaparral, none of which exist on the project site. Because of this, focused surveys are not required.[20] The project will have no direct impacts to any listed as endangered or threatened species or any non-listed special-status species. The habitat suitability assessment (HSA) found that the project site does not contain suitable habitat for the burrowing owl due to the absence of potential nesting sites. No burrowing owls or burrowing owl signs were observed during the HSA.

Focused burrowing owl surveys were not conducted for the proposed project due to the absence of suitable habitat for the burrowing owl on the proposed project site. Although no evidence of burrowing owl was found during the habitat assessment and the site currently consists of only marginally suitable habitat for the species, the site conditions have the potential to change over time (e.g., cessation of or change in current weed abatement practices, and/or establishment of small mammal burrows) and create suitable habitat for the burrowing owl. While site conditions may change over time, it is unlikely to change into suitable habitat because the site does not contain sufficient vegetation or ground cover for the burrowing owl to hide from prey while hunting and foraging for their own prey. In addition, the trees and bushes in the riparian area to the west provide adequate conditions for

[7] MSHCP Consistency Analysis and Habitat Assessment, Riverside Gateway Plaza Project, LSA, October 2018.

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

large raptors to perch and prey on smaller animals in the vicinity including rodents and burrowing owls on the project site. Nonetheless, a focused burrowing owl survey is required during the burrowing owl breeding season (March 1 through August 31) in compliance with the MSHCP survey instructions for the burrowing owl to ensure either one of two outcomes: 1) the project site is not occupied by the species during the breeding season and no further mitigation is required; or 2) the project site is occupied by the species during the breeding season and mitigation is required to avoid impacts to the species. **Mitigation Measure BIO-1** prescribes a breeding season (March 1 through August 31) focused survey and measures to avoid impacts to the species to reduce impacts to burrowing owls to **less than significant with mitigation**. **Mitigation Measure BIO-2** prescribes a preconstruction survey that would reduce impacts to burrowing owls to **less than significant with mitigation**. Implementation of **Mitigation Measure BIO-2**, a 30-day pre-construction survey, is required regardless of whether or not the owl is found to be present or not present on the project site.

BIO-1 Prior to the issuance of a grading permit, a focused burrowing owl survey shall be conducted during the burrowing owl breeding season (March 1 through August 31) in compliance with the MSHCP survey instructions for the burrowing owl (Riverside County Environmental Programs Department, 2006). If the survey reveals burrowing owl is not present, no further work in this regard is required other than preparation and submittal of a final report consistent with the MSHCP survey instructions.

If the survey reveals burrowing owl is present, construction shall be delayed until the species has departed from the site or has been relocated in accordance with the procedures contained in the MSHCP survey instructions. Once the species has departed from the site or has been relocated, a final report shall be prepared and submitted consistent with the MSHCP survey instructions.

BIO-2 Prior to the issuance of a grading permit, a pre-construction survey for the burrowing owl shall be conducted by a qualified biologist within 30 days prior to the start of project construction/groundbreaking activities. If no active burrows are detected, no further work in this regard is required.

If active burrowing owl burrows are determined to be present during the non-breeding season (September 1 to January 30), the burrow(s) shall be flagged and a 160-foot buffer shall be created around the burrow(s). The buffer limits may vary depending on burrow location and burrowing owl sensitivity to human activity. During the non-breeding season, the burrowing owl may be passively excluded based on California Department of Fish and Wildlife-approved methods and the burrow can be excavated prior to construction. If active burrowing owl burrows are determined to be present during the breeding season (February 1 to August 31), the burrow(s) shall be flagged and a 500-foot buffer shall be created around the burrow(s). The buffer limits may vary depending on burrow location and burrowing owl sensitivity to human activity. No work shall occur within 500 feet of the burrow unless a reduced buffer area is determined to be acceptable by a qualified biologist's notification to the City of Riverside.

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

4b. Response: ***(Source: General Plan 2025 – Figure OS-6 – Stephens' 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)***

No Impact. The proposed project does not contain riparian/riverine or vernal pool habitat, but the site is located near a riparian/riverine habitat (linear tree canopy to west of project site shown in previously referenced Figure 2). All riparian areas have been avoided as part of the proposed project design. Because no riparian habitat will be directly affected by the project, **a less than significant impact** related to riparian habitat or other sensitive natural community would occur. No mitigation is required.

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?	☐	☐	☒	☐

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

4c. Response: ***(Source: City of Riverside GIS/CADME USGS Quad Map Layer)***

No Impact. No drainage features, ponded areas, or riparian habitat subject to jurisdiction by the California Department of Fish and Wildlife (CDFW), United States of Army Corp of Engineers (USACE), and/or Regional Water Quality Control Board (RWQCB) was found within the project site. Therefore, development of the proposed project would have **a less than significant impact** on the adverse effect of a federally protected wetland, and no mitigation is warranted.

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)***

Less Than Significant With Mitigation Incorporated. The proposed project site is not identified as an MSHCP core and/or linkage.[8] Vegetation within and adjacent to the project area provides suitable habitat for nesting birds. The project contains a small quantity of ornamental trees and landscaping along the northern, eastern, and southern perimeters of the site related to the adjacent commercial business park, golf course, and sidewalk greenbelt. In addition, a Peruvian pepper tree (*Schinus molle*) is located near the center of the project site. These ornamental plants are potential nesting sites for migratory birds, and development of the project may therefore have direct and indirect effects to migratory birds. Direct effects may result from the removal and destruction of nesting bird habitat (e.g., trees and shrubs) and indirect effects may result from increased noise and human presence during construction activities that may cause birds to abandon nests or that may negatively affect nestlings. Mitigation Measure **BIO-3** required that a nesting bird survey be conducted prior to any ground-disturbing activities if any such activities are planned during nesting season.

BIO-3 If project activities are planned during the bird nesting season (February 15 to August 31), a pre-construction nesting bird survey shall be conducted within 3 days prior to construction. Should nesting birds be found, an exclusionary buffer will be established by the biologist. The buffer may be up to 500 feet in diameter, depending on the species of nesting bird found. This buffer will be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

4e. Response: ***(Source: Urban Forestry Policy Manual)***

Less Than Significant Impact. 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 the guidelines for the planting, pruning, preservation, and removal of 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 includes installation of street trees throughout the project area. The installation of these trees will be in compliance with the Tree Policy Manual. The City's Public Works Street Tree Division will review landscape plans through a formal landscape and irrigation submittal to the Planning Division Inspection of landscaping will occur during installation and prior to occupancy, ensuring all required City requirements related to street trees are incorporated, therefore, impacts will be less than significant.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

4f. Response: ***(Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephens' Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens' Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)***

[8] Figure OS-7 – MSHCP Cores and Linkages, City of Riverside General Plan 2025, 2012.

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

Less Than Significant With Mitigation Incorporated. The project area is not within a designated MSHCP Criteria Area, existing or proposed Core, Extension of Existing Core, Non-Contiguous Habitat Block, Constrained Linkage, or Linkage areas. As described previously, a general habitat survey was conducted on the project site pursuant to MSHCP Section 6.1.2. Based on the survey, the project site does not contain any riparian/riverine habitat areas, although a natural drainage exists to the west of the project site. The project also does not contain any vernal pools, sensitive plant species, or other sensitive wildlife species that are included within the MSHCP.

In addition, Section 6.3.2 of the MSHCP requires focused surveys for burrowing owl for sites within the designated "Additional Survey Needs Area". As concluded previously under Section 4a, a focused burrowing owl survey shall be implemented as part of **Mitigation Measure BIO-1** to ensure either one of two outcomes: 1) the project site is not occupied by the species during the breeding season and no further mitigation is required; or 2) the project site is occupied by the species during the breeding season and mitigation is required to avoid impacts to the species. In either case, **Mitigation Measure BIO-2** requiring a pre-construction survey for burrowing owl shall be implemented due to the presence of potentially suitable habitat. Implementation of **Mitigation Measures BIO-1** and **BIO-2** will ensure that impacts related to burrowing owls will be less than significant. Furthermore, the project will be required to conduct pre-construction surveys for nesting birds (included as **Mitigation Measure BIO-3**), which are covered by the MSHP.

Also, Section 6.1.4 of the MSHCP provides Urban/Wildlands Interface Guidelines to minimize urban/wildlands interface issues that relate to indirect impacts such as water quality (drainage), use of toxics, night lighting, indirect noise, invasive plant and wildlife species, protection of habitat areas (barriers), and grading/land development adjacent to habitat areas. The proposed project is not located within a Criteria Area, or adjacent to a Criteria Area or Conservation Area. Thus, the proposed project is not subject to the Urban/Wildlands Interface Guidelines. Through implementation of **Mitigation measures BIO-1** through **BIO-3**, the proposed project will not conflict with the provisions of the MSHCP, and direct, indirect, and cumulative impacts would be **less than significant with mitigation incorporated**.

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: Cultural Resources Assessment (Appendix C))***

No Impact. CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) is determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5[a]). A "substantial adverse change" to a historical resource, according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The project site is currently vacant with the exception of a utility easement traversing north to south through the site and an existing wireless telecommunication facility.

The *Cultural Resources Assessment* (Appendix C) prepared for the project identified no historic- resources on the project site. There are 14 historic resources previously recorded within one mile of the project site, with the nearest historic resources consisting of three sites related to the Hole Dam Complex located approximately 700 feet to the west. The proposed project would not directly affect these resources and development of the project would not affect their contextual significance. There are for these reasons, the project would have **no impact** related to historic resources and no mitigation is required.

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

5b. Response: ***(Source: Cultural Resources Assessment (Appendix C), General Plan 2025 FPEIR – Figures 5.5-1 Archaeological Sensitivity and 5.5-2 Prehistoric Cultural Resource Sensitivity)***

Less Than Significant With Mitigation Incorporated. The *Cultural Resources Assessment* (Appendix C) prepared for the project identified no prehistoric resources on the project site. There are 13 prehistoric resources previously recorded within one

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

mile of the project site, with the nearest prehistoric resource consisting of one bedrock milling site on the east-facing slope overlooking the Hole Dam spillway located approximately 600 feet of the project's northern boundary. Because numerous cultural resources have been documented within one mile of the project area, including the prehistoric bedrock milling site, the sensitivity of the project site for potential subsurface cultural resources is high.[9]

The intensive pedestrian survey of the project site identified utility poles situated in elevated areas of soil, indicating the majority of the project site had been subject to grading of the original surface, and several feet of topsoil had been previously removed. Therefore, the probability of cultural resources being unearthed during earthmoving activities is very low despite the high sensitivity of the project site and vicinity. Nonetheless, impacts are considered to be significant and mitigation is required in the form of monitoring by a qualified archaeologist. In the unlikely event that cultural resources are identified during earthmoving activities, **Mitigation Measure CR-1** through **CR-4** shall be implemented. With implementation of **Mitigation Measures CR-1** through **CR-4**, impacts related to previously undiscovered archaeological resources would be **less than significant**.

CR-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, developer/applicant, 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 developer/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.

CR-2: **Archaeological and Paleontological Monitoring:** At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place, the developer/applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

1. The project archaeologist, in consultation with interested tribes, the Developer, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:
   a. Project grading and development scheduling;
   b. The development of a rotating or simultaneous schedule in coordination with the developer/applicant and the project archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists;
   c. The protocols and stipulations that the Applicant, tribes, and project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation;
   d. Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the project site; and
   e. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure MM-CR-4.

CR-3: **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 on site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and

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 and Economic Development Department with evidence of same:

[9] Figure 5.5-1, *City of Riverside General Plan and Supporting Documents EIR*, Albert A. Webb Associates, November 2007.

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

a. Accommodate the process for on-site 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 will 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 an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum 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.

CR-4: Cultural Sensitivity Training: The Secretary of Interior Standards County certified archaeologist and Native American monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

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)***

Less Than Significant With Mitigation Incorporated. The project site area contains artificial fills and older alluvial fan deposits. Artificial fills may contain fossils, but such fossils have been removed from their original location and are thus out of stratigraphic context. For this reason, they are not considered important for scientific study and have no paleontological sensitivity. Older alluvial fan deposits contain fossils including mammoths, mastodons, horses, bison, camels, saber-toothed cats, coyotes, deer, and sloths, as well as smaller animals like rodents, rabbits, birds, reptiles, and fish. For this reason, these deposits are considered to have high paleontological sensitivity. Ground-disturbing activities for the project are expected to extend into older alluvial fan deposits with high paleontological sensitivity. This is considered a significant impact. Impacts to paleontological resources would be reduced to **less than significant with implementation of Mitigation Measure CR-2**.

d. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

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

Less Than Significant Impact. No known human remains are present on the project site and there are no facts or evidence to support the idea that Native Americans or people of European descent are buried on the project site. In the unlikely event that human remains are encountered during project grading, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be followed. Construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State Health and Safety Code. To ensure proper treatment of burials, in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, the law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. The construction contractor, developer, and the County Coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State Health and Safety Code. Compliance with these provisions would ensure that any potential impacts

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
to unknown buried human remains would be **less than significant** by ensuring appropriate examination, treatment, and protection of human remains as required by State law. No mitigation is required.				
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: Preliminary Soil Investigation Report (Appendix D); General Plan 2025 Figure PS-1 – Regional Fault Zones)***

Less Than Significant Impact. Seismic activity is expected in Southern California; however, the project site is not located within an Alquist-Priolo zone. The project site does not contain any known fault; therefore, potential for on-site fault rupture is very low. The site is located approximately 10 miles northeast of the Elsinore Fault. Proper engineering design and construction in conformance with the City Municipal Code and California Building Code (CBC) standards and project-specific geotechnical recommendations, and no mitigation is required.

ii. Strong seismic ground shaking?	☐	☐	☒	☐

6ii. Response: ***(Source: Preliminary Soil Investigation Report (Appendix D); General Plan 2025 FPEIR)***

Less Than Significant Impact. The site is located within a seismically active region of southern California. The principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in southern California. The known regional active and potentially active faults that could produce the most significant ground shaking at the site include the Chino-Central Avenue, Elsinore-Glen Ivy, Whittier, San Bernardino and San Jacinto Valley sections of the San Jacinto fault zone, the Cucamonga, and the San Jose faults. The closest active fault is the Chino-Central Avenue Fault, and is located approximately 6 miles west- of the site.

The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consist of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]) that contains provisions for earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC will include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it will withstand the effects of strong ground shaking. Because the proposed project must comply with CBC regulations that protect habitable structures from seismic hazards, direct, indirect, or cumulative impacts associated with strong seismic ground shaking will have **a less than significant impact**, and no mitigation is required.

iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

6iii. Response: ***(Source: Preliminary Soil Investigation Report (Appendix D); General Plan 2025 Figure PS-2 – Liquefaction Zones)***

Less Than Significant Impact. The project site is located in an area with very high potential for liquefaction.[10] Additionally, the site has been disturbed and subsurface soils range from fine to coarse grained sandy silts and sand with silt with densities ranging from medium firm to very dense.[11] For liquefaction effects to occur, groundwater levels must be within 50 feet of the ground surface and soils in the saturated zone must be non-consolidated loose soils that are susceptible to liquefaction. Depth to

[10] Figure PS-2, *City of Riverside General Plan 2025*, November 2012.

[11] Sid Geotechnical Inc., *Preliminary Soil Investigation Report*, 2002.

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

groundwater was not identified in the site-specific studies, although prior studies identified groundwater at a depth of approximately 670 feet amsl offsite at Hole Lake approximately 100 feet to the north. With the project site average elevation at approximately 730 feet amsl, it can be inferred that depth to groundwater averages approximately 60 feet below the surface of the project site. For this reason, the potential for structure damage as a result of liquefaction is very low.

Project structures and footings are required to be built with seismic safety measures, including those related to liquefaction, that will reduce the potential effects of liquefaction. Proper engineering design and construction in conformance with City Municipal Code and the CBC standards and project-specific geotechnical recommendations would ensure that seismic-related ground failure, including liquefaction, would be reduced to **less than significant** levels and no mitigation is required.

iv. Landslides?	☐	☐	☐	☒

6iv. Response: ***(Source: Preliminary Soil Investigation Report (Appendix D); General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Title 18 – Subdivision Code, Title 17 – Grading Code)***

No Impact. Landslides are the downhill movement of masses of earth and rock, and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. 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 **no impact** related to landslides directly, indirectly, or cumulatively, and 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, and Title 17 – Grading Code)***

Less Than Significant Impact. On-site soils consist of Buchenav loam (BhC), slightly saline-alkali (2 – 8 percent slopes), Porterville clay (PtB), moderately deep, slightly saline-alkali (0 – 5 percent slopes), and Terrace escarpments (TeG).[12] During grading and construction, 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 Grading Code (Title 17) requires the implementation of effective landscaping, check dams, cribbing, riprap, etc. for cut slopes greater than five feet in height minimize soil erosion, as detailed in Section 17.28.030. Furthermore, Chapter 18.200 of Title 18 (Subdivision) requires the developer to submit detailed plans and specifications indicating actions to prevent soil erosion, including sedimentation and/or damage to off-site property. Qualified City staff shall review these plans, and their approval shall be conditioned on City Planning Commission determination of their effectiveness. Compliance with State and Federal requirements as well as with Titles 17 and 18 will ensure that impacts from soil erosion or loss of topsoil will be a **less than significant,** and 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: Preliminary Soil Investigation Report (Appendix D); 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)***

Less Than Significant Impact. The project site has been previously excavated, filled, graded, and leveled. The site is generally flat, with less than 10 feet of elevation difference across the site. Native alluvial soils, medium dense silty fine to medium sands and fine sandy silts are present underneath superficial deposits. Liquefaction occurs primarily in saturated, loose, fine-to-medium grained alluvial soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping. Seven exploratory boreholes were drilled by GeoMat engineer on January 14, 18, 19, 20, and 21, 2017 and one borehole was drilled on October 24, 2015, to a maximum depth of 50 feet below existing ground surface (Appendix D).

[12] Web Soil Survey, U.S. Department of Agriculture, August 21, 2017.

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

Groundwater was not encountered by the GeoMat engineer in exploratory borings drilled at the site up to 50 feet below ground surface. Based on available groundwater data, a historic high groundwater of greater than 100 feet below ground surface is estimated.[13] Per the project specific soils report (Appendix D), "… a potential for loss of bearing capacity due to liquefaction is not expected at the site since there is not an upper potentially liquefiable layer at a depth shallower than the estimated depth where the induced vertical stress in the soil is 10% of the bearing pressure imposed by the proposed foundation systems."

The City of Riverside General Plan 2025 FPEIR identifies the site as being with an area of "low" liquefaction potential.[14] recent (2017) and historic reports anticipate groundwater deeper than 100 feet below ground level. Due to the depth of groundwater, compliance with the City's codes will sufficiently ensure that impacts related to geologic conditions are reduced to **less than significant impacts** level directly, indirectly, and cumulatively, and no mitigation is required.

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: Preliminary Soil Investigation Report (Appendix D); 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, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)***

No Impact. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Expansive soils, defined under CBC, expand when wet and shrink when dry. Structures constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The amount or type of clay present in soil determines its shrink-swell potential. On-site soils are mostly sands and silts, and have very low to no potential for expansion. Nonetheless, the project site will be graded and compacted in accordance with City Municipal Code and CBC standards as well as project-specific geotechnical recommendations. Therefore, the project site does not have expansive soils, there will be **no impact** directly, indirectly, or cumulatively, and there will be no mitigation required.

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: ***(Source: Project plans)***

No Impact. The proposed project will tie into existing sewers and will not use septic tanks or alternative wastewater disposal systems. As a result, **no impact** related to septic tanks or alternative waste water disposal systems will occur from implementation of the proposed project.

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: Air Quality and Greenhouse Gas Impact Analysis (Appendix A), SCAQMD 2010)*

Less Than Significant Impact. The analysis methodologies from SCAQMD are used in evaluating potential impacts related to GHG from implementation of the proposed project. SCAQMD does not have approved GHG threshold recommendations for lead agencies. SCAQMD does have draft GHG threshold recommendations for lead agencies that provides a tiered approach to evaluate GHG impacts, which includes:

- Tier 1: determine whether or not the project qualifies for any applicable exemption under CEQA;
- Tier 2: determine whether the project is consistent with a greenhouse gas reduction plan, which will mean that it does not have significant greenhouse gas emissions; and
- Tier 3: determine if the project will be below screening values; if a project's GHG emissions are under one of the following two screening thresholds, then the project is less than significant:

[13] *Preliminary Soil Investigation Report,* (Appendix E).

[14] Figure PS-2 – Liquefaction Zones, City of Riverside 2025 General Plan, November 2012.

- Composite screening threshold for all land use types: 3,000 MTCO2e per year; or
- Specific screening threshold for the following three land use types:
  - Residential: 3,500 MTCO2e per year;
  - Commercial: 1,400 MTCO2e per year; or
  - Mixed use: 3,000 MTCO2e per year.

In addition, SCAQMD's draft recommended methodology for project's construction are to average them over 30-years and then add them to the project's operational emissions to determine if the project will exceed the screening values listed above. To determine whether the project is significant, the City of Riverside uses the conservative SCAQMD Tier 3 composite threshold of 3,000 MTCO2e per year for all land use types.

Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles.
- **Gas, Electricity, and Water Use:** Natural gas use results in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas).
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees.
- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

Construction

The project construction activities will be temporary, but could contribute to greenhouse gas impacts. Construction activities will result in the emission of GHGs from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. The total estimated construction-related GHG emissions for construction of the proposed residences are shown in Table 7.A. As shown, the estimated GHG emissions during construction will equal approximately 323 MTCO2e, which is equal to approximately11 MTCO2e per year after amortization over 30 years per SCAQMD methodology.

Table 7.A: Construction Greenhouse Gas Emissions

Construction Phase		Total Regional Pollutant Emissions (MT/yr)			
		CO_2	CH_4	N_2O	CO_2e
1st Year	Site Preparation	9	<1	0	9
	Grading	11	<1	0	12
	Building Construction	53	<1	0	53
2nd Year	Building Construction	228	<1	0	229
	Paving	17	<1	0	17
	Architectural Coating	2	<1	0	2
Total Construction Emissions		321	<1	0	323
Amortized over 30 years		11	<1	0	11

Source: Table N, *Air Quality and Greenhouse Gas Impact Analysis, LSA, January 2019 (Appendix A)*

Notes:

[1] Rounded to the nearest whole number.

CH_4 = methane CO_2 = carbon dioxide CO_2e = carbon dioxide equivalent

MT/yr = metric tons per year N_2O = nitrous oxide

Operations:

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with on-site facilities and customers and visitors to the project site. Area-source emissions would be associated with activities (e.g., landscaping and maintenance of proposed land uses, natural gas for heating, and other sources). Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed uses. The GHG emission estimates presented in Table 7.B detail the emissions associated with the level of development envisioned by the proposed project at opening.

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

The remaining CO_2e emissions are primarily associated with building heating systems and increased regional power plant electricity generation due to the proposed project's electrical demands. Specific development projects proposed under the project would comply with existing State and Federal regulations regarding the energy efficiency of buildings, appliances, and lighting, which would reduce the project's electricity demand. The new buildings constructed in accordance with current energy efficiency standards would be more energy-efficient than older buildings. Since January 1, 2014, several new Building Codes have been enforced in California. All structures other than one- and two-family dwellings and townhomes will be built under the 2016 CBC to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices.

Table 7.B: Operational Greenhouse Gas Emissions

Source	Pollutant Emissions, MT/yr					
	Bio-CO_2	**NBio-CO_2**	**Total CO_2**	**CH_4**	**N_2O**	**CO_2e**
Construction emissions amortized over 30 years	0	11	11	<1	0	11
Operational Emissions						
Area Sources	0	<1	<1	<1	0	<1
Energy Sources	0	311	311	<1	<1	312
Mobile Sources	0	1,499	1,499	<1	0	1,501
Waste Sources	17	0	17	1	0	24
Water Usage	<1	21	21	<1	<1	24
Total Project Emissions[1]	17	1,842	1,860	1	<1	1,891

Source: Table O, *Air Quality and Greenhouse Gas Impact Analysis, LSA, January 2019 (Appendix A)*
Notes:

[1] Numbers in table may not appear to add up correctly due to rounding of numbers.

Bio-CO_2 = biologically generated CO_2 CH_4 = methane CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent MT/yr = metric tons per year N_2O = nitrous oxide
NBio-CO_2 = Nonbiologically generated CO_2

As shown in Table 7.B, the proposed project's total net annual GHG emissions will be approximately 1,891 MTCO2e per year. This will not exceed the threshold of 3,000 MTCO2e per year. Therefore, the net increase in GHG emissions resulting from implementation of the proposed project would be **less than significant** and no mitigation is required.

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:

No Impact. The City adopted its Riverside Restorative Growthprint (RRG) Economic Prosperity Action Plan (RRG-EPAP) and Climate Action Plan (RRG-CAP) in January 2016. The RRG-CAP includes policies and measures that the City implements to achieve the reduction targets required by the state's AB 32 requirements and the statewide GHG reduction goals. The City has also adopted the California Building Code (Title 24), which includes the CalGreen requirements that require new development to reduce water and energy consumption, and reduce solid waste. The proposed commercial uses will comply with these regulations, and do not include any features that will require significant energy or water use, or otherwise interfere with implementation of these requirements. In addition, as described above, the proposed project will not exceed the regional GHG thresholds. Therefore, the proposed project will result in **no impact** regarding conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. No mitigation is required.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

8a. Response:

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Less Than Significant Impact. Construction of the project has the potential to create a hazard to the public or environment through the routine transportation, use, and disposal of construction-related hazardous materials such as fuels, oils, solvents, and other materials. These materials are typical of materials delivered to construction sites. The project shall comply with all applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the CCR, which describes strict regulations for the safe transportation of hazardous materials. Compliance with all applicable Federal, State and local laws related to the transportation, use and storage of hazardous materials would reduce the likelihood and severity of accidents during transit, use and storage to a **less than significant impact**. No mitigation is required.				
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?	☐	☒	☐	☐
8b. Response: ***(Source:***				
Less Than Significant Impact. The project may involve the use of hazardous materials but shall comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the CCR, which describes strict regulations for the safe transportation of hazardous materials. Compliance with all applicable federal, state and local laws related to the transportation, use and storage of hazardous materials would reduce the likelihood and severity of accidents during transit, use and storage to a **less than significant impact**. No mitigation is required.				
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, General Plan 2025 FPEIR Table 5.7-D – CalARP RMP Facilities in the Project Area, Figure 5.13-2 – Riverside Unified School District (RUSD) Boundaries, Table 5.13-D RUSD 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)***				
Less Than Significant Impact. There are not schools located within one-quarter mile of the project site. The proposed development does not pose a potential health risk to nearby existing or proposed schools; however, use of hazardous materials during demolition, construction, and occupation of the proposed project would be subject to all applicable existing federal, State, and local statutes and regulations. Compliance would ensure that children, teachers, staff, and visitors at the nearby schools are not exposed to hazardous materials. As such, impacts associated with the exposure of schools to hazardous materials caused by this project and will result in a **less than significant impact**. 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, General Plan 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites)***				
No Impact. No hazardous materials sites, compiled pursuant to Government Code Section 65962.5, are depicted on or adjacent to the project location on the EnviroStar online database.[15] In addition, the General Plan 2025 FPEIR (Figure 5.7-1) does not list any hazardous waste sites on or adjacent to the project site. Because the site is not located on the EnviroStor online database and is not identified in the General Plan FPEIR, **no impact** would occur related to this issue. 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?	☐	☐	☒	☐

[15] EnviroStor, Department of Toxic Substances Control, 2017. https://www.envirostor.dtsc.ca.gov/public/ (Accessed November 17, 2017).

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8e. Response: ***(Source: General Plan 2025 FPEIR Figure 5.7-2 – Airport Safety and Compatibility Zones and Riverside County Airport Land Use Compatibility Plan (RCALUCP).***				
Less Than Significant Impact. The proposed project is located approximately 2,100 feet (0.40 mile) from the Riverside Municipal Airport, within the Extended Approach/Departure Airport Safety Zone, as depicted in Figure 5.7-2 of the General Plan 2025 FPEIR. On May 20, 2003, the Riverside City Council approved an Exchange, Disposition, and Development Agreement for the Jurupa Avenue Extension Project. As part of this approval, the City Council waived the Land Use Compatibility Guidelines for the Gateway Plaza site recommended by the County's Airport Land Use Commission. Nonetheless, the proposed commercial project does not include land uses that are prohibited in this safety zone such as schools, hospitals, and three story buildings. For this reason, crash hazard impacts are considered **less than significant** related to safety hazards for people residing or working in the project area, and no mitigation is required.				
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)***				
No Impact. Because the proposed project is not located within proximity of a private airstrip and does not propose a private airstrip, it will not expose people residing or working in the City to safety hazards related to a private airstrip. **No impact** related to people residing or working in the project area directly, indirectly, or cumulatively would occur, and no mitigation is required.				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
8g. Response: (*City of Riverside's EOP)*				
Less Than Significant Impact. The project is within an urbanized area and will be served by the surrounding network of existing, full improved streets. All streets have been designed to meet the Public Works and Fire Department specifications. The proposed project shall comply with the City's Emergency Operations Plan (EOP). Temporary street closure may be necessary during construction activities. Any street closure will be of short duration so as not to interfere or impede with any emergency response or evacuation plan. With compliance of the EOP, the project will have a **less than significant impact** to an emergency response or evacuation plan. 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 Local Hazard Mitigation Plan (LHMP), 2004 Part 1/Part 2 and Office of Emergency Services' (OEM's) Strategic Plan)***				
Less Than Significant Impact. The proposed project is located in an urbanized area where no wildlands exist and the property is not located within a Very High or Moderate Fire Severity Zone (VHFSZ);[16] therefore, **a less than significant impact** related to wildland fires from this project will occur. No mitigation is required.				
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

[16] Figure PS-7 – Fire Hazard Areas, City of Riverside General Plan FEIR, November 2012.

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

9a. Response: ***(Source: Project Specific Water Quality Management Plan (Appendix E); General Plan 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water)***

Less Than Significant Impact. During 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 City approval of a grading and erosion control plan per the Construction Activities General Permit (State Water Resources Board Order No. 2009-009-DWQ, NPDES No. 99-08-DWQ), which requires preparation of a SWPPP by a Qualified SWPPP Developer. The grading and erosion control plan and SWPPP are required for plan check and approval by the City's Building and Safety Division, prior to provision of permits for the project, and will include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include: use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the response above). 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 is **less than significant**.

Under existing conditions, the project site drains in a northwesterly direction toward a natural drainage that feeds into the Santa Ana River. To address potential water contaminants, the project is required to comply with applicable federal, state, and local water quality regulations in accordance with the project-specific NPDES and SWPPP. The proposed project will introduce commercial uses to the project site, which will introduce the potential for pollutants such as chemicals from cleaners, pathogens from pet wastes, nutrients from fertilizers and food waste, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002, the proposed project will be required to incorporate post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs into the project. The LID site design will minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs will minimize the introduction of pollutants that may result in water quality impacts, and the treatment control BMPs will treat stormwater runoff. The source control BMPs include features to ensure indoor pests control, reduce outdoor pesticide use, ensure interior drainage to sewer, properly locate food service and refuse areas, properly drain fire sprinkler tests and condensate lines, and ensure parking lots are swept. The project will install catch basins with bioretention / biotreatment filters to treat stormwater, and remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). Given compliance with all applicable federal, state, and local laws regulating surface water quality, the proposed project will include tailored BMPS that will result in a **less than significant impact** to any water quality standards or waste discharge. 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 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, RPU Map of Water Supply Basins, RPU Urban Water Management Plan. 2015)***

Less Than Significant Impact. Water service for the site will be provided by Riverside Public Utilities (RPU). RPU extracts groundwater from five groundwater basin, which accounts for the majority of RPU's supplies. Approximately 60 percent comes from the Bunker Hill Basin, within which water rights are adjudicated. RPU's water rights are based on the long-term yield of the basin estimated for normal, dry, and multiple-dry years. Pursuant to the 2015 Urban Water Management Plan (UWMP), the RPU maintains sufficient supplies of water (including groundwater) during normal, dry, and multiple-dry years. The UWMP bases its demand estimates on broad categories of uses (e.g., single-family residential, commercial/industrial/institutional) and growth projections identified by the City. As the site has been occupied by a restaurant and liquor store, it is reasonable that a water demand for the site has been previously included in the estimates of future demand. RPU maintains sufficient water rights in local groundwater basins to meet current and projected future demands.

The proposed project site has been designed to maximize the landscape areas, thereby minimizing the impervious area to the maximum extent possible; runoff from the site will disperse into infiltration facilities or landscaped planted areas prior to

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

discharging into the city storm drain. Additionally, the proposed project will utilize water conservation project design features such as low-flush toilets, low-flow faucets, and drought-tolerant landscaping. The project does not include wells or excavations at a depth that would interfere with groundwater recharge. Because local groundwater supplies are sufficient to supply project growth with the RPU service area, and because the UWMP anticipates adequate existing and future water supplies to accommodate this growth, the proposed project will result in a **less than significant impact** to groundwater supplies and recharge either directly, indirectly, or cumulatively. 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:

Less Than Significant Impact. The project would not have any direct effects on a stream or river as none occurs on site, although a natural drainage to the Santa Ana River is located west of the site. The project site is relatively flat-lying, with ground slopes limited to an average of less than 0.7 percent to the northwest. Therefore, **no impact** related to the direct alteration of the course of a stream or river will occur.

Construction of the proposed project will require grading and excavation of soils, which will loosen sediment and could result in erosion or siltation. However, construction of the proposed project requires City approval of a grading and erosion control plan per the Construction Activities General Permit (State Water Resources Board Order No. 2009-009-DWQ, NPDES No. 99-08-DWQ), which requires preparation of a SWPPP by a Qualified SWPPP Developer. The grading and erosion control plan and SWPPP are required for plan check and approval by the City's Building and Safety Division, prior to provision of permits for the project, and will include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include: use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the response above). Adherence to the existing requirements and implementation of the required BMPs per the permitting process will ensure that erosion and siltation associated with construction activities will be minimized, and impacts will be **less than significant**.

The existing project site does not have any other features or facilities promoting infiltration except those that occur as surface runoff flows across the barren dirt to the storm drain in the north. Because the project will disturb one acre or more, site grading and construction activities re subject to preparing and implementing an SWPPP that include site specific BMPs for the prevention of runoff during construction activities. Therefore, the project will have a **less than significant impact** directly, indirectly, or cumulatively 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:

Less Than Significant Impact. The project would not have any direct effects on a stream or river, as none occurs on site. The project will be designed to ensure no flooding on or off-site as a result of the project will occur. For this reason, the project will result in a **less than significant impact** related to flooding on or off site. No mitigation is required.

e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

9e. Response:

Less Than Significant Impact. The proposed project would include retention features that would help prevent increases in the rate or volume of storm water runoff leaving the site. 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. The site has been designed to maximize the landscape areas, thereby minimizing the impervious area to the maximum extent practicable. All runoff from the built project site

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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** directly, indirectly, or cumulatively from storm water exceeding the capacity of existing or planned storm water drainage systems or substantial additional sources of polluted runoff. No mitigation is required.				
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
9f. Response: **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. The site has been designed to maximize the landscape areas, thereby minimizing the impervious area to the maximum extent practicable. 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 Map Number 06065C0720G)*** **No Impact.** The project involves the construction of commercial uses, and no housing units are proposed as part of the project. Therefore, the project will have **no impact** in relation to placement of housing within a 100-year flood hazard area. 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)*** **No Impact.** Based on the Flood Hazard Areas and the National Insurance Map, the site is not located in a 100-year flood area.[17] Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and **no significant impact** will 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; General Plan 2025 FPEIR Figure 5.8-2 – Flood Hazard Areas)*** **Less Than Significant Impact.** The project is located within the several inundation areas as depicted on General Plan 2025 FPEIR Figure 5.8-2 – Flood Hazard Areas. However, the proposed commercial building foundations will be designed at a finished grade so that water levels from dam inundation will not enter the structures. Consequently, impacts are considered **less than significant**. No mitigation is required.				
j. Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

[17] Figure PS-4 – Flood Hazard Areas, City of Riverside General Plan, November 2012 (Map Number 06065C0726G and 06065C0727G Effective Date August 28, 2008).

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

9j. Response: ***(Source: General Plan 2025 Chapter 7.5.8 – Hydrology and Water Quality; General Plan 2025, Open Space and Conservation Element, Figure OS-4)***

Less Than Significant Impact. The site is located inland and no large bodies of water are located within the site's vicinity; therefore, the potential of tsunamis or seiches affecting the site is considered low. Further, the proposed project site and its surroundings have generally flat topography and are within an urbanized area not within proximity to Lake Mathews, Lake Evans, Lake Hills, Norco Hills, Box Springs Mountain Area, or any of the nine arroyos that transverse the City and its sphere of influence. The project site is approximately 0.8 mile south of the Santa Ana River; however, this body of water is relatively dry throughout the year and would not pose a threat to the project site. According to Figure OS-4 in the General Plan 2025, the closest arroyo is Mockingbird Canyon located approximately four (4) miles south of the site. The project site is not located near slopes or mountainous areas that would contribute to mudflow risks. Given the project's location and since there are no features nearby that would pose a threat from seiche, tsunami, or mudflow, impacts are considered **less than significant**. 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, City of Riverside GIS/CADME map layers)***

No Impact. The project is located at the intersection of Jurupa Avenue and Van Buren Boulevard, two major roadways (arterials). The project is currently served by these two improved public streets and other infrastructure and does not involve the subdivision of land or the creation of streets that could alter the existing surrounding pattern of development or an established community. Therefore, **no impact** directly, indirectly, or cumulatively to an established community will occur. 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 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, 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 Guidelines and Sign Guidelines)***

Less than Significant Impact. The City's General Plan designates the project site as C – Commercial and the Zoning designation is BMP – Business and Manufacturing Park. The proposed project is consistent with the City's General Plan, but will require a rezone from BMP – Business and Manufacturing Park and PF – Public Facilities Zone to CR – Commercial Retail. The CR Zone is intended for a broad range of indoor oriented retail sales and service, and office uses, as either stand-alone businesses or as part of commercial/office centers. The project will complement the surrounding light industrial and recreational (golf course) land uses. For these reasons, this project will have a **less than significant** impact on applicable land use plans, policies, or regulations, and no mitigation is required.

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

10c. Response: (Source: ***Regional Conservation Authority, (http://www.wrc-rca.org/webimages/mshcpsize.pdf) General Plan 2025 – Figure OS-7 – MSHCP Core and Linkage*****)**

Less Than Significant Impact. The project site is located on an undeveloped site. The City is a Permittee under the MSHCP; therefore, the project is subject to applicable provisions of the MSHCP. The project site is not located in an area subject to Cell Criteria under the MSHCP and, therefore, has no Conservation requirements toward building out the MSHCP Reserve. The project is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP) fee boundary, but is not within an SKR HCP core reserve. Therefore, the project will have a **less than significant** impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No mitigation is required.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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; General Plan 2025 FPEIR Figure 5.10-1)***

No Impact. The proposed project is located in MRZ-4; Mineral Resource Zones as shown in Figure 5.10 of the General Plan 2025 FPEIR. This indicates that the presence or absence of mineral resources under the site are not known. The California Department of Conservation Division of Mines and Geology emphasizes that this does not necessarily mean that the presence of mineral resources at the site is unlikely; rather, there is insufficient information available to determine presence or absence. However, mining operations in the City have not been active for decades. According to the Riverside General Plan EIR, the maximum potential for mineral extraction has occurred; therefore, the proposed project would not result in any loss of availability of any known or unknown mineral resource than currently already occurs. There are no known mining operations within the vicinity of the project site and surrounding land uses would preclude mining from occurring. Further, the designated land uses for the project site and for the surrounding area are incompatible for mining operations. A **Less than significant** impact will occur.

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; General Plan 2025 FPEIR Figure 5.10-1)***

No Impact. The General Plan 2025 FPEIR determined that there are no specific areas within the city limits that have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract locally-important mineral resources. Therefore, the project will have **no impact** on locally significant mineral resources, and 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: Riverside Gateway Plaza Noise Impact Study (Appendix F); City of Riverside Municipal Code, 2005))***

Less Than Significant with Mitigation Incorporated. The project will have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the noise criteria listed in the City's Municipal Code and in the Noise Element of the General Plan.

Stationary Noise Regulation. The purpose of City's Municipal Code Noise Ordinance is to control unnecessary, excessive and/or annoying noises in the City by prohibiting such noise generated by the sources specified in Title 7 of the City's Municipal Code. It is the goal of the City to minimize noise levels and mitigate the effects of noise to provide a safe and healthy living environment.

Section 7.25.010(A) from the Municipal Code discusses the noise standards for stationary noise sources and states the following:

- **Exterior Sound Level Limits.** Unless a variance has been granted, it shall be unlawful for any person to cause or allow the creation of any noise which exceeds the following:
  - The exterior noise standard of the applicable land use category (see Table 12.A), up to 5 dB (up to 60 dBA during the day and up to 50 dBA during the night for residential uses), for a cumulative period of more than 30 minutes in an hour; or
  - The exterior noise standard of the applicable land use category, plus 5 dB (60 dBA during the day and 50 dBA during the night for residential uses), for a cumulative period of more than 15 minutes in any hour; or
  - The exterior noise standard of the applicable land use category, plus 10 dB (65 dBA during the day and 55 dBA during the night for residential uses), for a cumulative period of more than 5 minutes in any hour; or
  - The exterior noise standard of the applicable land use category, plus 15 dB (70 dBA during the day and 60 dBA during the night for residential uses), for a cumulative period of more than 1 minute in any hour; or

- The exterior noise standard of the applicable land use category, plus 20 dB (75 dBA during the day and 65 dBA during the night for residential uses) or the maximum measured ambient noise level, for any period of time.

- **Ambient Noise.** If the measured ambient noise level exceeds that permissible within any of the first four noise limit categories, the allowable noise exposure standard shall be increased in five decibel increments in each category as appropriate to encompass the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

Land Use Category	Time Period	Exterior Noise Standard
Residential	Night (10:00 p.m. to 7:00 a.m.) Day (7:00 a.m. to 10:00 p.m.)	45 55
Office/Commercial	Anytime	65
Industrial	Anytime	70
Community Support	Anytime	60
Public Recreation Facility	Anytime	65
Non-urban	Anytime	70

Existing Conditions. The project site is adjacent to Van Buren Boulevard and Jurupa Avenue. The project is located approximately 0.5 miles from Riverside Municipal Airport and approximately 3.2 miles from Flabob Airport. The project site falls within the 60 CNEL noise contour of Riverside Municipal Airport, but outside of the Flabob Airport noise contours.[18]

A summary of the measured ambient noise is provided below.

- **Short Term (ST)-1:** This measurement was taken approximately 10 feet north of southern property line and approximately 330 feet east of the western property line.
- **Short Term (ST)-2:** This measurement was taken approximately 10 feet east of western property line and approximately 320 feet north of the southern property line.
- **Long Term (LT)-1:** This measurement was taken approximately 130 feet southwest of the edge of roadway of Van Buren Boulevard, and approximately 140 feet north of the southern property line.

Ambient noise levels represent the noise environment in a snapshot of time at the stated locations during that time period. While these measurements should not be used to determine future noise impacts or as the basis for mitigation measures; they indicate the current noise environment on-site and in the project area. Short-term noise levels on-site range from 55.0 dBA L_{eq} to 57.0 dBA L_{eq} during daytime hours and approximated[19] to be 50.0 dBA L_{eq} to 52.0 dBA L_{eq} during nighttime hours. The daytime long-term noise measurement results in daytime noise levels of approximately 4.0 dBA above the short-term daytime noise levels.

Construction Noise. Section 7.35.020.G, Exemptions, of the City's Noise Ordinance, states that "Noise sources associated with construction, repair, remodeling, or grading of any real property; provided a permit has been obtained from the City as required; and provided said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or at any time on Sunday or a federal holiday" are exempt from the noise level limits of the Municipal Code. On August 18, 2016, Ordinance 7341 was adopted by the Riverside City Council, amending the Noise Ordinance to exempt construction noise between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays from the standards of the Noise Ordinance.

Operational Impacts. As discussed below, long-term noise associated with the project site would be generated from: HVAC equipment; car wash tunnel; car wash vacuum equipment; loading/unloading dock; trash enclosure, and drive-thru speakerphone. The existing short-term ambient noise levels are currently below the City's daytime and nighttime stationary noise source standards for commercial uses. The long-term ambient noise level is representative of noise levels near the proposed on-site restaurant and is comparable to the modeled traffic noise levels of the project vicinity, which indicate areas on the project site would experience noise levels that fall within the conditionally acceptable limits for commercial uses. For example, noise levels range from 62.7 to 69.1 dBA CNEL at 100 feet from the centerline for the analyzed roadways, and the project's contribution to

[18] *Noise Impact Study*, Riverside Gateway Plaza, RK Engineering Group, Inc., January 2019.

[19] Nighttime noise levels were estimated by reducing daytime levels by 5 dB.

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

roadway noise is expected to range from 0.1 to 1.3 dBA CNEL.[20] Based upon the modeled existing traffic noise levels, the project site is compatible, from a noise standpoint, with the commercial land use designation.[21]

Long-term noise levels from stationary noise. Stationary noise impacts associated with the proposed project would include car wash operations, HVAC equipment, trash truck/loading dock operations, and drive-thru operations. The project must not exceed the City's stationary daytime and nighttime noise standard for industrial uses at the southern property line. Noise levels are projected 10 feet beyond the existing property line.

Trash truck/loading dock and delivery noise. The proposed project would have track pick-up services areas in three (3) locations: 1) lot 1 south of the convenience store/gas station/car wash, located approximately 435 feet from the southern property line; 2) lot 2 west of the restaurant with drive-thru, located approximately 365 feet from the southern property line; and 3) lot 3 south of the restaurant with drive-thru and retail building, located approximately 30 feet from the southern property line. Additionally, the project will also include truck delivery and loading areas in three (3) locations: 1) lot 1 west of the convenience store/gas station/car wash, located approximately 485 feet from the southern property line; 2) lot 2 west of the restaurant with drive-thru, located approximately 340 feet from the southern property line; and 3) lot 3 south of the restaurant with drive-thru and retail building, located approximately 70 feet from the southern property line.

During loading activities as well as trash pick-up, noise would be generated by the trucks' engines, exhaust systems, braking, backing up, dropping down ramps and moving materials or dumpsters. These projected noise levels would be below the City's daytime and nighttime exterior standards at the surrounding land uses.[22] Additionally, noise levels generated from loading/unloading activities and trash pick-up are considered short-term and would cease once such occurrence has been completed. **Mitigation Measure NOI-1** would reduce impacts from on-site truck noise to less than significant levels.

HVAC equipment noise. The proposed project would have rooftop heating, ventilation, and air conditioning (HVAC) or condenser equipment for each building on-site. **Mitigation Measure NOI-2** would require the developer to install a minimum 3-foot parapet wall along the rooftop of all buildings to shield HVAC equipment, which would reduce impacts from HVAC systems on adjacent land uses to less than significant levels.

Car wash equipment noise. A 24-foot by 48-foot car wash is proposed in Lot 1 approximately 435 feet from the southern property line. Lot 1 will provide four (4) vacuum station spots. Peak hour operations will occur during typical retail peak hour operation. Noise levels from car wash facilities as well as vacuum station would be below the City's day/night exterior standard at the surrounding land uses with implementation of **Mitigation Measures NOI-3** and **NOI-4**.[23]

Drive-thru noise. The project includes one (1) drive-thru location in Lot 2 and one (1) drive-thru location in Lot 3. The drive-thru for Lot 2 is located approximately 405 feet from the southern property line, while the drive-thru for Lot 3 is located approximately 15 feet from the southern property line. Stationary source of noise associated with drive-thru would be generated by speakerphone ordering system. With installation of a speakerphone equipped with automatic volume control, **Mitigation Measure NOI-5,** the projected noise generated by the speakerphone would be below the daytime and nighttime exterior noise standards of the City.

Combined noise levels. The combined noise level calculations include the existing ambient noise level plus stationary noise sources associated with the proposed project. This analysis assumes all noise sources will be operating continuously; however, most noise sources will operate intermittently throughout daily operations. The combined ambient noise level plus stationary noise sources result in 65.3 dBA L_{eq} during the daytime and 64.9 dBA L_{eq} levels during the nighttime scenario. All exterior noise levels are expected to be below the City's standards for each surrounding land use.

As stated previously, the daytime long-term noise measurement identified noise levels of approximately 4.0 dBA above the short-term daytime noise levels, which range between 55.0 dBA L_{eq} to 57.0 dBA $L_{eq.}$ Therefore, daytime long-term noise levels range between 59 dBA L_{eq} and 61.0 dBA $L_{eq.}$. The EIR of the City's General Plan concludes that an increase (or decrease) of 5 dBA is required before any noticeable change in community response would be expected.[24] Since the combined ambient noise level plus stationary noise sources result in 65.3 dBA L_{eq} during the daytime and 64.9 dBA L_{eq} levels during the nighttime scenario, the project's cumulative contribution to the existing noise environment would be less than significant.

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20 *Noise Impact Study*, Table 10. Riverside Gateway Plaza, RK Engineering Group, Inc., January 2019.

21 *Ibid*, Page 5-2.

22 *Ibid*, Page 6-2.

23 *Ibid.*

24 *City of Riverside General Plan and Supporting Documents Environmental Impact Report.* Section 5.11 - Noise. Page 5.11-26. Albert A. Webb Associates. Certified November 2007.

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

Mitigation Measure NOI-1: Prior to issuance of building permits, Planning staff, or designee, shall verify that all site owners and/or leases implement an informational plan to limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less.

Mitigation Measure NOI-2: Prior to issuance of building permits, Planning staff, or designee, shall verify that all rooftops are designed to include a minimum 3-foot parapet wall along the rooftop of all buildings to shield HVAC equipment.

Mitigation Measure NOI-3: Prior to issuance of building permits, Planning staff, or designee, shall verify that the car wash openings (e.g. doors) for the vacuum turbine enclosure are directed away from the southern property line (towards center of site).

Mitigation Measure NOI-4: Prior to issuance of building permits, Planning staff, or designee, shall verify that the design of the project incorporates best available noise reducing technology such as mufflers, shrouds, acoustic baffles, acoustic silencers and/or variable frequency drives for vacuum turbines, and blow dryer system. In addition, the vacuum system must incorporate tight seals/fittings for crevice tools and claws, per the manufacturer's design.

Mitigation Measure NOI-5: Prior to issuance of building permits, Planning staff, or designee, shall verify that the design of the speakerphone system incorporates automatic volume control (AVC). The AVC will adjust the outbound volume based on the outdoor ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system.

Implementation of **Mitigation Measures NOI-1** through **NOI-5** would reduce operational-related noise impacts to the nearby sensitive receptors to a **less than significant** level.

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

12b. Response: ***(Source: Riverside Gateway Plaza Noise Impact Study (Appendix F); Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment (2006), https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf Website accessed April 2016; California Department of Transportation (Caltrans), Transportation-Related Earthborne Vibrations, Technical Advisory, 1992)***

Less Than Significant Impact. Ground-borne vibration levels during construction activities would result in potential annoyance to residences and workers located adjacent to the project site, but would not cause any damage to nearby buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences in the project vicinity). Outdoor site preparation for the project is expected to use a bulldozer and loaded truck. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to the nearest industrial and golf course buildings to the south of the project would result in vibration levels that would not negatively affect the buildings. For this reason, construction vibration impacts would be **less than significant**. No mitigation is required.

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

12c. Response: ***(Source: Riverside Gateway Plaza Noise Impact Study (Appendix F)***

Less Than Significant with Mitigation Incorporated. Ambient noise levels represent the noise environment in a snapshot of time at the stated locations during that time period. While these measurements should not be used to determine future noise impacts or as the basis for mitigation measures; they indicate the current noise environment on-site and in the project area. The long-term ambient noise level is representative of noise levels near the proposed on-site restaurant and is comparable to the modeled traffic noise levels of the project vicinity, which indicate areas on the project site would experience noise levels that fall within the conditionally acceptable limits for commercial uses. For example, noise levels range from 62.7 to 69.1 dBA CNEL at 100 feet from the centerline for the analyzed roadways. Based upon the modeled existing traffic noise levels, the project site is compatible, from a noise standpoint, with the commercial land use designation and is not expected to further increase noise levels in a manner that creates a substantial permanent increase above existing conditions.[25]

[25] *Noise Impact Study*, Page 5-2. Riverside Gateway Plaza, RK Engineering Group, Inc., January 2019.

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

As stated previously, the daytime long-term noise measurement identified noise levels of approximately 4.0 dBA above the short-term daytime noise levels, which range between 55.0 dBA L_{eq} to 57.0 dBA $L_{eq.}$ Therefore, daytime long-term noise levels range between 59 dBA L_{eq} and 61.0 dBA $L_{eq.}$. The EIR of the City's General Plan concludes that an increase (or decrease) of 5 dBA is required before any noticeable change in community response would be expected.[26] Since the combined ambient noise level plus stationary noise sources result in 65.3 dBA L_{eq} during the daytime and 64.9 dBA L_{eq} levels during the nighttime scenario, the project's cumulative contribution to the ambient noise environment would be less than significant with implementation of **Mitigation Measures NOI-1** through **NOI-5**.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

12d. Response: ***(Source: Riverside Gateway Plaza Noise Impact Study (Appendix F)***

Less Than Significant with Mitigation Incorporated. Short-term noise levels on-site range from 55.0 dBA L_{eq} to 57.0 dBA L_{eq} during daytime hours and approximated[27] to be 50.0 dBA L_{eq} to 52.0 dBA L_{eq} during nighttime hours. The existing short-term ambient noise levels are currently below the City's daytime and nighttime stationary noise source standards for commercial uses. Short-term noise sources from the project include construction activities, as well as operational activities related to trash collection, loading/unloading activities, delivery operations, HVAC, car washing, and drive-thru speakers.

As discussed in Response 12a above, implementation of the proposed project would include construction activities that would result in temporary increases in ambient noise levels in the project site vicinity above levels existing without the project, but would no longer occur once construction is completed. Compliance with the hours specified in the City's Municipal Code regarding construction activities, as well as implementation of noise reduction measures (e.g., those discussed in **Mitigation Measures NOI-1** and **NOI-4**), would help reduce construction noise impacts on adjacent noise-sensitive land uses when construction occurs near the project boundaries.

Noise generated from operation of the project includes sources such as trash collection, loading/unloading activities, delivery operations, HVAC, car washing, and drive-thru speakers. During trash pick-up, loading and delivery activities, noise would be generated by the trucks' engines, exhaust systems, braking, backing up, dropping ramps, and moving materials or dumpsters. Noise levels at the residential uses located more than 500 feet to the west of the site would not be significant, and the projected noise levels generated by trash trucks, loading areas and delivery activities would be below the City's daytime and nighttime exterior standards at the surrounding land uses.[28]

In order to ensure noise levels from operation of HVAC equipment do not exceed the City's noise standards at adjacent land uses, **Mitigation Measure NOI-2** is prescribed to require the developer to install a minimum 3-foot parapet wall along the rooftop of all buildings to shield HVAC equipment. Implementation of **Mitigation Measure NOI-2** would reduce impacts from HVAC systems on adjacent land uses to less than significant levels.[29]

A 24-foot by 48-foot car wash is proposed in Lot 1 approximately 435 feet from the southern property line. Lot 1 will provide four (4) vacuum station spots. Peak hour operations will occur during typical retail peak hour operation. Noise levels from car wash facilities as well as vacuum station would be below the City's day/night exterior standard at the surrounding land uses with implementation of **Mitigation Measures NOI-3** and **NOI-4**.[30]

The project includes one (1) drive-thru location in Lot 2 and one (1) drive-thru location in Lot 3. The drive-thru for Lot 2 is located approximately 405 feet from the southern property line, while the drive-thru for Lot 3 is located approximately 15 feet from the southern property line. Stationary source of noise associated with drive-thru would be generated by speakerphone ordering system. With installation of a speakerphone equipped with automatic volume control, **Mitigation Measure NOI-5,** the projected noise generated by the speakerphone would be below the daytime and nighttime exterior noise standards of the City.

As detailed in the project-specific noise study (Appendix F), the combined short-term ambient noise level plus stationary noise sources will fall within the conditionally acceptable limits for commercial uses with implementation of **Mitigation Measures NOI-1** through **NOI-5**.

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26 *City of Riverside General Plan and Supporting Documents Environmental Impact Report.* Section 5.11 - Noise. Page 5.11-26. Albert A. Webb Associates. Certified November 2007.

27 Nighttime noise levels were estimated by reducing daytime levels by 5 dB.

28 *Noise Impact Study*, Page 6-2. Riverside Gateway Plaza, RK Engineering Group, Inc., January 2019.

29 *Ibid.*

30 *Ibid.*

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

12e. Response: ***(Sources: Riverside Gateway Plaza Noise Impact Study (Appendix F); General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas; General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours)***

Less Than Significant Impact. The project site is located approximately 0.4 mile west of the Riverside Municipal Airport and approximately 3.2 miles west of the Flabob Airport. The project site falls within the 60 CNEL noise contour of the Riverside Municipal Airport; however, as indicated in Table 7.30.015 of Title 7 (Noise Control) of the City Municipal Code, the City does not maintain an interior noise standard for commercial development. Existing noise levels range from 62.7 to 69.1 dBA CNEL at 100 feet from the centerline for the analyzed roadways, and the project's contribution to roadway noise is expected to range from 0.1 to 1.3 dBA CNEL.[31] Noise measurement data indicates that traffic noise propagating from the nearby roadways is the main source of noise impacting the project site and surrounding land uses, and the project's contribution to the surrounding traffic noise would not be discernable by the human ear.[32] Since the surrounding ambient noise level from existing roadway operations is greater than from airport operations, the project would not expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The project would have a **less than significant** impact related to airport noise, and no mitigation is required.

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: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas)***

No Impact. The project site is not within the vicinity of a private airstrip. Therefore, it would have **no impact** related to private airstrips, and no mitigation is required.

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; General Plan 2025 FPEIR Section 5.12-Population and Housing, Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan FPEIR and SCAG Comparisons, Table 5.12-D – General Plan Housing Projections 2025, Capital Improvement Program and SCAG's Regional Transportation Plan (RCP) and RTP; Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011–2016, with 2010 Benchmark – California Department of Finance)***

Less Than Significant Impact. The site is currently undeveloped with the exception of a utility easement traversing north to south through the site and an existing wireless telecommunication facility. The proposed project includes the development of a 3,800 square foot standalone Convenience Store/Car Wash/Gas/Service Station with 16 vehicle fueling positions (8 multiple product dispensers); 3,750 square foot standalone Fast Food With Drive-Thru; and 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building., which is anticipated to generate a maximum of 70 employees.[33] The proposed project is consistent with the City's General Plan, and the property will be rezoned from BMP- Business and Manufacturing Park Zone and PF – Public Facilities Zone to Commercial Retail Zone consistent with the C- Commercial General Plan Land Use Designation. The 2015 and projected future (2040) population of the City, Riverside County, and the region are detailed in Table 13.A.

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[31] *Ibid.* Table 10.

[32] The EIR of the City's General Plan concludes that an increase (or decrease) of 3 dBA is barely perceptible and 5 dBA is required before any noticeable change in community response would be expected.

[33] Restaurant (6,370) plus retail (53,520) equals 59,890 square feet total commercial; 59,890 square feet/857 square feet per employee = maximum of 70 employees

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

Table 13.A: SCAG Population and Projections

	2015		2040	
	Population	Employment	Population	Employment
City of Riverside	310,700	120,000	386,600	200,500
Riverside County	2,316,438	742,000	3,167,584	1,174,500
SCAG	18,779,123	8,006,030	18,779123	9,871,441

Source: Tables 8 and 11, Demographic and Growth Forecast, 2016-2040 RTP-SCS, Southern California Association of Governments, December 2015.

The anticipated rate of population growth in the City (2.4 percent) is roughly similar to that of Riverside County (2.0 percent) and the SCAG region (2.5 percent) for the same period. SCAG foresees that population will increase in the City and region over the next 25 years.

The proposed project will be constructed 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** on 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 etc.)***

No Impact. The project site is currently undeveloped with the exception of a utility easement traversing north to south through the site and an existing wireless telecommunication facility. Therefore, **no impact** on existing housing would occur with development of the project and 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, Google imaging etc.)***

No Impact. The project site is currently undeveloped with the exception of a utility easement traversing north to south through the site and an existing wireless telecommunication facility. There are no structures of any kind, including residences, on the project site. No people will be displaced. **No impacts** from displacement of people that would necessitate the construction of replacement housing elsewhere will occur. . 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: General Plan 2025 FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics)***

Less Than Significant Impact. The project is located in an urbanized area and proposes the construction and operation of a 3,800 square foot standalone Convenience Store/Car Wash/Gas/Service Station with 16 vehicle fueling positions (8 multiple product dispensers); 3,750 square foot standalone Fast Food With Drive-Thru; and 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building.. Fire facilities and services are provided by Station 7 located at 10191 Cypress Avenue located approximately 1.3 miles southwest of the project site. The City's Fire Department policy states that units will be located and staffed such that an effective response force of 4 units with 12 personnel minimum shall be available to all areas of the City within a maximum of 10 minutes (total response time).[34] The project would be required to contribute to development impact fees (DIF) contributing to the purchasing of land and construction of new fire and police facilities that would be subject to CEQA. In addition, with implementation of General Plan 2025 policies and compliance with existing codes and standards, there will be a **less than significant** impact on the demand for additional fire facilities or services requiring the

[34] Section 5.13 – Public Services, City of Riverside General Plan and Supporting Documents EIR, November 2007.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
renovation of existing or construction of new fire facilities that would cause significant environmental impacts and 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 may increase the demand for police services during construction and operation of the proposed structures. Adequate police facilities and services are provided by the Magnolia Neighborhood Policing Center located at 10540-B Magnolia Avenue which is the base of operation for Central and West NPC Field Operations, Central and Special Investigations, Traffic Division, Special Operations, Community Policing, Training, and the Records Bureau. Incoming calls requesting police services are assigned by urgency. Priority 1 calls are typically of a life-threatening nature, such as a robbery in process or an accident involving bodily injury. Police officers strive to respond within 7 minutes to Priority 1 calls and within 12 minutes for Priority 2 calls.[35] Priority 2 calls are not life threatening and include such incidents as burglary, petty theft, shoplifting, etc.

The project would be required to contribute to development impact fees (DIF) contributing to the purchasing of land and construction of new fire and police facilities that would be subject to CEQA. With implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, the project would have a **less than significant** impact on the demand for additional police facilities of services either directly, indirectly, or cumulatively. No mitigation is required.

c. Schools?	☐	☐	☐	☒

14c. Response: ***(Source: General Plan 2025 FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-4 – Other School District Boundaries, and School Facilities Needs Analysis – Riverside Unified School District-March 2016)***

No Impact. The project proposes the construction of a 3,800 square foot standalone Convenience Store/Car Wash/Gas/Service Station with 16 vehicle fueling positions (8 multiple product dispensers); 3,750 square foot standalone Fast Food With Drive-Thru; and 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building., and does not propose construction of residential units that would necessitate the need for schools. Senate Bill 50, also known as Proposition 1A was enacted to direct development fees to local school districts for the expansion or construction of school facilities. The proposed project will be required to pay applicable local school fees as development occurs. The payment of required school fees will offset any impact to school services or facilities; therefore, no impact would occur with development of the proposed project. 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, General Plan 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. As the population grows within the City, the need for park and other recreational facilities rises due to the additional strain on upkeep and maintenance that is required from the City. The project includes the development of a 3,800 square foot standalone Convenience Store/Car Wash/Gas/Service Station with 16 vehicle fueling positions (8 multiple product dispensers); 3,750 square foot standalone Fast Food With Drive-Thru; and 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building. The project does not propose the construction of residential units, and therefore will not increase demand on parks from the addition of permanent residents within the City. The City requires all development projects to pay Park Development Impact Fees before issuing building permits. Through the payment of these fees, the funds needed to accommodate construction of parks and other recreational services is fulfilled. Renovation of existing parks and construction of new parks would be subject to CEQA. **No impact** would occur related to the development of park facilities or services that would impact the environment. No mitigation is required.

e. Other public facilities?	☐	☐	☐	☒

14e. Response: ***(Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 – Library Facilities, Figure 5.13-6 – Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)***

[35] Section 5.13 – Public Services, City of Riverside General Plan and Supporting Documents EIR, November 2007.

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

No Impact. The project involves the development of a 3,800 square foot standalone Convenience Store/Car Wash/Gas/Service Station with 16 vehicle fueling positions (8 multiple product dispensers); 3,750 square foot standalone Fast Food With Drive-Thru; and 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building and does not include the development of residential units. The project would not directly induce population growth into the City. With implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Park and Recreation, Community Services, and Library practices, there will be **no impact** on the environment related to the renovation of existing or construction of new facilities caused by the increase in demand for additional public facilities or services. No mitigation is required.

15. RECREATION. Would the project:				
a. 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; General Plan 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, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 – Local Park Development Fees, Bicycle Master Plan May 2007, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011–2016, with 2010 Benchmark-California Department of Finance)***

No Impact. As the population grows within the City, the need for park and other recreational facilities rises due to the additional strain on upkeep and maintenance that is required from the City. The project includes the development of a 3,800 square foot standalone Convenience Store/Car Wash/Gas/Service Station with 16 vehicle fueling positions (8 multiple product dispensers); 3,750 square foot standalone Fast Food With Drive-Thru; and 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building. The proposed project does not include the construction of residential units, and therefore will not increase demand on parks from the addition of permanent residents within the City. The City requires all development projects to pay Park Development Impact Fees before issuing building permits. Through the payment of these fees, the funds needed to accommodate construction additional maintenance and upkeep of parks and other recreational services is fulfilled. Renovation of existing parks and construction of new parks would be subject to CEQA. **No impact** related to this issue would occur and no mitigation is required.

b. 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 the construction or expansion of recreational facilities, and does not include residential uses. Therefore, the project will not increase demand on parks from the indirect increase in park/recreation demand attributable to commercial uses. The City requires all development projects to pay Park Development Impact Fees before issuing building permits. Through the payment of these fees, the funds needed to accommodate construction additional maintenance and upkeep of parks and other recreational services is fulfilled. Renovation of existing parks and construction of new parks would be subject to CEQA. **No impact** related to this issue would occur and no mitigation is required.

16. TRANSPORTATION AND 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: Riverside Gateway Plaza Traffic Impact Study (Appendix G))***

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

Less Than Significant With Mitigation Incorporated. The City of Riverside Traffic Impact Analysis Preparation Guide (January 2016) provides the level of service (LOS) standards and acceptable delay increases for use in preparing traffic analysis, which states that LOS D is the maximum acceptable threshold for the study intersections and roadways of Collector or higher classification. For projects in conformance with the General Plan, a significant impact occurs at a study intersection when the peak hour LOS falls below D per Policy CCM-2.3; however, LOS E is allowed at peak hours on arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges. Policy CCM-2.3 is provided below:

> **Policy CCM-2.3:** Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis.

In addition, the City of Riverside identifies the following as impacts under CEQA:

> 1) When Existing Traffic conditions already exceed the General Plan 2025 target LOS.
>
> 2) Project Traffic, when added to Existing Traffic, will deteriorate the LOS to below the target LOS, and impacts cannot be mitigated through project conditions of approval.
>
> 3) When Existing plus Project plus Cumulative Traffic exceeds the target LOS, and impacts cannot be mitigated through the TUMF network (or other funding mechanism) or project conditions of approval. Or when the target LOS is exceeded and the needed improvements are not funded.

Thus, for the proposed project's study area, the adopted LOS threshold is LOS D; except when an LOS E occurs during peak hours at a key intersection arterial that is used by regional freeway bypass traffic and at heavily traveled freeway interchanges.

Table 16.A summarizes the Existing and Existing plus Project LOS at the fifteen study intersections (includes two project driveways). As shown in Table 16.A, all study intersections are currently operating at LOS D or better during the weekday a.m. and p.m. peak hours.

Table 16.A: Existing Plus Project Intersection LOS

		Existing		Existing Plus Project	
		A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
Intersection	Control	LOS	LOS	LOS	LOS
1. Van Buren Boulevard/Limonite Avenue;	TS	B	B	B	B
2. Van Buren Boulevard/Clay Street;	TS	C	C	C	C
3. Doolittle Avenue/Jurupa Avenue;	CSS	NA	NA	**E**	D
4. Project Driveway 1/Jurupa Avenue;	CSS	NA	NA	B	B
5. Van Buren Boulevard/Jurupa Avenue;	TS	D	D	**E**	D
With Improvement				D	D
6. Van Buren Boulevard/Project Driveway 2;	CSS	NA	NA	C	C
7. Van Buren Boulevard/Central Avenue;	TS	B	A	B	A
8. Van Buren Boulevard/Morris Street;	TS	A	A	A	A
9. Van Buren Boulevard/Doolittle Avenue;	CSS	C	D	C	D
10. Van Buren Boulevard/Arlington Avenue;	TS	C	C	C	C
11. Van Buren Boulevard/Jackson Street;	TS	C	C	C	C
12. Van Buren Boulevard/Colorado Avenue;	TS	C	C	C	C
13. Van Buren Boulevard/California Avenue;	TS	C	C	C	C
14. Van Buren Boulevard/Magnolia Avenue; and	TS	D	D	D	D
15. Collins Street/Limonite Avenue	TS	C	D	C	D

Source: Table 6-1 and 6-2, *Riverside Gateway Plaza Traffic Impact Analysis*, RK Engineering Group, Inc., October 2018 *(Appendix G)*
Notes:
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service

The proposed project will develop and operate a 3,800 square foot standalone Convenience Store/Car Wash/Gas/Service Station with 16 vehicle fueling positions (8 multiple product dispensers); 3,750 square foot standalone Fast Food With Drive-Thru; and 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building. The proposed project is

forecast to generate approximately 5,195 daily trips which include approximately 418 AM peak hour trip and approximately 334 PM peak hour trips after accounting for applicable pass-by trip adjustments (RK Engineering 2018, Appendix G).

Table 16.A shows the resulting LOS values at study intersections for Existing Plus Project conditions. As shown in Table 16.A, Based on the City's significant impact criteria, the project creates a significant impact at the following two intersections:

- Doolittle Avenue/Jurupa Avenue (LOS E AM peak hour); and
- Van Buren Boulevard/Jurupa Avenue (LOS E AM peak hour).

Improvement of the Doolittle Avenue/Jurupa Avenue study intersection would be accomplished by signalization. However, the existing plus project traffic volumes at the intersection do not satisfy peak hour signal warrants. The intersection is also in close proximity to the existing signalized intersection of Jurupa Avenue and Van Buren Boulevard. For these reasons, construction of a traffic signal to mitigate peak hour delays on the minor road is not recommended. An alternative mitigation of implementing turning movement restrictions on the minor roadway is feasible, and it is recommended that the local agency monitors traffic operations at the intersection and deploys peak hour turning restrictions should delays reach unacceptable levels.

To reduce the level of impact at the Van Buren Boulevard/Jurupa Avenue intersection, **Mitigation Measure TRA-1** has been identified. As detailed in Table 16.A, with the implementation of this measure, the impacted project study area intersection would operate at a satisfactory LOS D during the AM and PM peak hours resulting in a **less than significant** impact. No further mitigation is required.

Mitigation Measure TRA-1: Prior to the issuance of the first certificate of occupancy, the applicant shall improve the Van Buren Boulevard/Jurupa Avenue intersection by restriping/widening the eastbound Jurupa Avenue approach from one left turn lane, one through lane, and one shared through/right turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane.

Table 16.B summarizes the Cumulative (2019) plus Project LOS at the study intersections. Based on the City's significant impact criteria, a significant circulation impact (LOS D) occurs at:

- Doolittle Avenue/Jurupa Avenue (LOS E AM peak hour);
- Van Buren Boulevard/Jurupa Avenue (LOS E both AM and PM peak hours); and
- Van Buren Boulevard/Doolittle Avenue (LOS E PM peak hour).

Table 16.B: Cumulative (2019 Plus Project Intersection LOS

Intersection	Control	Cumulative	
		A.M. Peak Hour	P.M. Peak Hour
		LOS	LOS
1. Van Buren Boulevard/Limonite Avenue;	TS	B	B
2. Van Buren Boulevard/Clay Street;	TS	D	D
3. Doolittle Avenue/Jurupa Avenue;	CSS	**E**	D
4. Project Driveway 1/Jurupa Avenue;	CSS	B	B
5. Van Buren Boulevard/Jurupa Avenue;	TS	**E**	**E**
With Improvement		D	D
6. Van Buren Boulevard/Project Driveway 2;	CSS	D	D
7. Van Buren Boulevard/Central Avenue;	TS	B	B
8. Van Buren Boulevard/Morris Street;	TS	A	A
9. Van Buren Boulevard/Doolittle Avenue;	CSS	D	**E**
10. Van Buren Boulevard/Arlington Avenue;	TS	D	C
11. Van Buren Boulevard/Jackson Street;	TS	C	C
12. Van Buren Boulevard/Colorado Avenue;	TS	C	C
13. Van Buren Boulevard/California Avenue;	TS	C	C
14. Van Buren Boulevard/Magnolia Avenue; and	TS	D	D
15. Collins Street/Limonite Avenue	TS	D	D

Source: Table 6-4, *Riverside Gateway Plaza Traffic Impact Analysis*, RK Engineering Group, Inc., October 2018 *(Appendix G)*
Notes:
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service

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

Improvement of the Doolittle Avenue/Jurupa Avenue study intersection would be accomplished by signalization. However, the cumulative plus project traffic volumes at the intersection do not satisfy peak hour signal warrants The intersection is also in close proximity to the existing signalized intersection of Jurupa Avenue and Van Buren Boulevard. For these reasons, construction of a traffic signal to mitigate peak hour delays on the minor road is not recommended. An alternative mitigation of implementing turning movement restrictions on the minor roadway is feasible, and it is recommended that the local agency monitors traffic operations at the intersection and deploys peak hour turning restrictions should delays reach unacceptable levels.

To reduce the level of impact at the Van Buren Boulevard/Jurupa Avenue intersection, previously referenced **Mitigation Measure TRA-1** has been identified. As detailed in Table 16.B, with the implementation of this measure, the project study area intersections would operate at a satisfactory LOS D resulting in a less than significant impact. No further mitigation is required.

The Van Buren Boulevard/Doolittle Avenue study intersection is restricted to right-in and right-out only movements. The deficient movement is experienced only by the relatively small volume of vehicles (14 AM peak hour; 11 PM peak hour) on the driveway (stop controlled) approach of the intersection and turning right onto Van Buren Boulevard. The City has conditioned a private development that is not a part of this proposal to construct a half-signal at this intersection that would provide for a signalized right hand turn movement from Doolittle onto Van Buren Boulevard. The project in question has already submitted improvement plans for review by the City, and is anticipated to be constructed prior to the Riverside Gateway Plaza. The construction of the half signal is anticipated to fully mitigate delays associated with the right-out movements on the minor roadway.

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: Riverside Gateway Plaza Traffic Impact Study (Appendix G) General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 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 SCAG's RTP)***

Less Than Significant with Mitigation Incorporated. The focus of a congestion management plan (CMP) is the development of an enhanced traffic monitoring system in which real-time traffic count data can be accessed by the Riverside County Transportation Commission to evaluate the condition of the congestion management system as well as meeting other monitoring requirements at the State and Federal levels. Per the CMP-adopted LOS standard of E, when a congestion management system segment falls to F, a deficiency plan is required. Preparation of a deficiency plan is the responsibility of the local agency where the deficiency is located. Agencies identified as contributors to the deficiency are required to coordinate with the development of the plan. The deficiency plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency.

The "2011 Riverside County Congestion Management Program" includes guidelines to link land use, transportation, and air quality, thereby promoting growth that will more effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. These guidelines establish a system of state highways and principal arterial roadways designated by the Riverside County Transportation Commission (RCTC). As indicated previously, the adopted minimum LOS threshold for CMP state highways and principal arterial roadways is LOS E, unless the intersection or segment had a lower LOS (LOS F) in 1991; these facilities are exempt from CMP deficiency plan requirements.

The City's General Plan 2025 requires LOS to conform to the CMP standards. Therefore, if the project is in compliance with the City's LOS standards, the project would be in compliance with the CMP. As discussed in Response 16a above and shown in Table 16.A and B, with the implementation of **Mitigation Measures TRA-1**, the project study area intersections would operate at a satisfactory LOS. As such, the proposed project would not result in a direct, indirect, or cumulative impact to an existing LOS within the applicable study area. Impacts would be **less than significant with mitigation incorporated.**

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?	☐	☐	☐	☒

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

16c. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, General Plan 2025 FPEIR-Figure 5.7-2)***

Less Than Significant Impact. The project site is located approximately 0.40 miles west of the Riverside Municipal Airport and is within the Extended Approach/Departure Airport Safety Zone, as depicted in Figure 5.7-2 of the General Plan 2025 Program FPEIR. On May 20, 2003, the Riverside City Council approved an Exchange, Disposition, and Development Agreement for the Jurupa Avenue Extension Project. As part of this approval, the City Council waived the Land Use Compatibility Guidelines for the Gateway Plaza site recommended by the County's Airport Land Use Commission. Nonetheless, the proposed commercial project does not include land uses that are prohibited in this safety zone such as schools, hospitals, and three story buildings. Because the project has been found to be consistent with the airport zone, impacts are considered to be less than significant, and no mitigation is required.

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)***

Less Than Significant Impact. Vehicular access to the project site would be provided via two (2) locations, one driveway on Jurupa Avenue and another on Van Buren Boulevard. Vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that serve the project site area. The proposed project would introduce new roadways in the form of a private extension of Doolittle Avenue but would not introduce a land use that would conflict with existing urban land uses in the surrounding area. Design of the proposed project, including curb cuts, ingress, egress, and other streetscape changes would be reviewed and approved prior to the issuance of a grading permit for the project. Therefore, the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts related to hazardous design features would be **less than significant** and no mitigation is required.

e. Result in inadequate emergency access?	☐	☐	☒	☐

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

Less Than Significant Impact. Project construction activities, including equipment and supply staging and storage, will largely occur within the project site and will not restrict access of emergency vehicles to the project site or adjacent areas. Project construction will include improvements to both Van Buren Boulevard and Jurupa Avenue. However, these improvements are largely for the purposed of adding project driveways and minimal effect traffic flow will occur. The City would require the developer to submit a Traffic Management Plan that would provide appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures as part of the plan review process. The driveway to the project site would remain open during construction, and project site access would be maintained.

During project operation, access for emergency vehicles would be provided via the main entrances on Jurupa Avenue and another on Van Buren Boulevard. The proposed project would be constructed pursuant to the 2016 California Fire Code as adopted and amended by the City and in accordance with Chapter 16.32 *Fire Prevention* of the Riverside Municipal Code. Sufficient space and turning radius for fire trucks would be provided on the project site around the proposed buildings. Prior to occupancy, the RFD would inspect the project site to ensure compliance with applicable regulations for adequate emergency access. Therefore, implementation of the proposed project would not result in inadequate emergency access. Impacts would be **less than significant**, and 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: 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 project site is served by the Riverside Transit Agency. The nearest RTA line serving the project is Route 21 that connects the Galleria at Tyler to Country Village in Fontana. Route 21 has a stop located on the project's Van Buren Boulevard frontage. The proposed project will require a minor relocation of the stop, to either the nearside or farside of the proposed project driveway on Van Buren Boulevard. The project will provide bicycle parking facilities in compliance with the California Green Building Code. The project would not affect adopted policies supporting alternative transportation and would be subject to

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

compliance with policies, plans, and programs of the City and other applicable agencies regarding alternative modes of transportation. Pedestrians accessing the project may utilize pedestrian facilities (e.g., sidewalks and crosswalks) that are part of the surrounding street system. Sidewalks are located along Jurupa Avenue and Van Buren Boulevard and can be used to access the project site. Therefore, the project does not conflict with adopted plans, policies, or programs supporting alternative transportation. **No impact** related to public transit, bicycle, or pedestrian facilities plans would occur, and no mitigation is required.

17. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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)?	☐	☒	☐	☐

17a.Response: ***(Source: Cultural Resources Assessment (Appendix C); AB 52 Consultation)***

Less Than Significant With Mitigation Incorporated. Chapter 532, Statutes of 2014 (i.e., 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."

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. In May 2018, the City of Riverside sent the required AB 52 notices to the relevant tribes as required through certified mail. All of the notices were delivered appropriately with receipts returned to the City. Following delivery of the notices, the Pechanga, Morongo, Soboba Tribes responded and requested consultation. Consultation with the three Tribes has been started. No tribal cultural resources have been specifically identified by any of the Tribes.

Although the project-specific cultural resources assessment, which included an archaeological and historical records search and an intensive pedestrian survey of the project site (Appendix J), did not identify Native American resources on the surface of the project site, there remains some potential for the proposed project to unearth previously undocumented tribal cultural resources during construction. Therefore, previously referenced **Mitigation Measures CR-1** through **CR-4** have been included reducing impacts to **less than significant with mitigation**.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

17b. Response: ***(Source: Cultural Resources Assessment (Appendix C); City AB 52 Consultation)***

Less Than Significant With Mitigation Incorporated. Please see the response to 17a., above. No TCRs or known eligible or listed archaeological resources have been identified on the project site. Impacts to unknown resources would be less than significant with the implementation of Mitigation Measures CR-1 through CR-4.

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, General Plan 2025 FPEIR Figure 5.16-***

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

5 – Sewer Service Areas, Table 5.16-K – Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR)

Less Than Significant Impact. The project is within the boundaries of the Santa Ana Regional Water Quality Control Board (RWQCB). Wastewater facilities would be provided by the city sewer system. Wastewater in the surrounding area is transported to the Riverside Regional Water Quality Control Plant. The primary sources of pollutants to storm water from the proposed project are construction activities and runoff from roofs and paved areas. 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. Therefore, the proposed project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or storm water system within the City. Since the project will discharge its wastewater to a facility that is legally required to meet wastewater standards and 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**, and 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, RPU; General Plan 2025 FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025; Table 5.16-K – Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area; Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR; Urban Water Management Plan, City of Riverside Public Utilities, June 2016.; Riverside Wastewater Collection and Treatment Facilities Integrated Master Plan, February 2008)***

Less Than Significant Impact. The project will not result in the construction of new or expanded 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 connection point for the lines would be from lines within existing adjacent roadways (Van Buren Boulevard and/or Jurupa Avenue). No new water and sewer infrastructure is anticipated with implementation of the project. The project is consistent with the Typical Growth Scenario of the General Plan 2025 wherein 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 FPEIR).

The RPU's 2015 Urban Water Management Plan (UWMP) estimates water supply and demand during normal, dry and multiple-dry years (Table 18.A).

Table 18.A: Projected Water Supply/Demand (acre-feet/year)

Condition	2020	2025	2030	2035	2040
Normal Year					
Supply	116,903	121,903	124,703	124,703	124,703
Demand	95,221	96,534	99,015	101,589	104,257
Difference	21,682	25,369	25,688	23,114	20,446
Dry Year					
Supply	96,288	101,288	104,088	104,088	104,088
Demand	95,221	96,534	99,015	101,589	104,257
Difference	1,067	4,754	5,073	2,499	(169)
Multiple-dry Year					
Supply	102,364	107,364	110,614	110,164	110,164
Demand	95,221	96,534	99,015	101,589	104,257
Difference	7,143	10,830	11,149	8,575	5,907

Source: Tables 8-2, 8-3, and 8-4, 2015 Urban Water Management Plan, Riverside Public Utilities, Water Division, June 2016.

As detailed in response 13a, the project is located in an urbanized area and would not induce population growth. However, the project would induce employees into the City. The development of the project is anticipated by 2025 in the City's General Plan. Demographic information from the General Plan 2025 and the SCAG were considered during the preparation of the UWMP.

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

The RPU's 2015 UWMP prepared by the City of Riverside estimated a daily per capita water demand of 180 gallons (gpcd). The maximum 70 employees would result in an estimated water usage of 12,600 gallons per day (0.23 acre-foot). As established in Table 18.A, sufficient water supplies are available to serve existing and projected future water demand under normal, dry and multiple-dry conditions. The proposed project would tie into existing water mains located in adjacent streets. The proposed project does not include the installation of any off-site conveyance, distribution, treatment or storage facilities. Due to the limited size of the project, and the presence of existing water facilities in the project area, no substantial upgrade or expansion of existing facilities is anticipated.

The City of Riverside Public Works Department operates and maintains the Riverside Regional Water Quality Control Plant (RWQCP). The plant capacity has recently been expanded to 46 million gallons per day (mgd). The Riverside Wastewater Collection and Treatment Facilities Integrated Master Plan projects future flow at 96.6 gallons per day per capita. This project would consequently use 6,762 gallons per day,[36] but would be well under the 32.5 million gallons per day the plan projects for the city in 2025. Based on these data, no new wastewater facilities will need to be constructed or capacity added to existing facilities due to this project's projected population growth.

Therefore, the project will have a **less than significant impact** related to the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly, or cumulatively, and 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: General Plan 2025; General Plan 2025 FPEIR Figure 5.16-2 – Drainage Facilities)***

Less Than Significant Impact. The proposed project will result in an increase in impervious surface areas. The project proposes an increase of 170,000 square feet (3.9 acres) in impervious surface area that will generate increased storm water flows with potential to impact drainage facilities and require the provision of additional facilities. This impervious area will generate increased storm water flows with potential to affect drainage facilities and require the provision of additional facilities. However, drainage fees to be paid to the City for new construction. Fees are transferred into a drainage facilities fund that is maintained by Riverside County Flood Control and Water Conservation District. This section also complies with the California Government Code (Section 66483), which provides for the payment of fees for construction of drainage facilities.

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 will ensure that the City is adequately served by drainage systems. The General Plan 2025 also includes policies and programs that will minimize the environmental effects of the development of such facilities. Therefore, the project will have a **less than significant impact** on existing storm water drainage facilities and would not require the expansion of existing facilities directly, indirectly, or cumulatively. 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: General Plan 2025 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)***

Less Than Significant Impact. The project will not exceed expected water supplies. As stated in Response 18b, the project is expected to generate 70 employees and consume 12,600 gallons per day. Sufficient water supplies will be available to the project, and RPU does not require new water supply sources or resources to provide water to the project.

The project is consistent with the General Plan 2025 FPEIR Typical Growth Scenario where future water supplies were determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I and 5.16-J of the General Plan 2025 FPEIR). Therefore, the project will have **less than significant impact** related to insufficient water supplies either directly, indirectly, or cumulatively, and no mitigation is required.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has	☐	☐	☒	☐

[36] 70 Employees x 96.6 = 6,762

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				

18e. Response: ***(Source: General Plan 2025 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)***

Less Than Significant Impact. The project will not exceed wastewater treatment requirements of the RWQCB. The Riverside Wastewater Collection and Treatment Facilities Integrated Master Plan projects future flow at 96.6 gallons per day per capita. This project would consequently generate 6,762 gallons of wastewater per day, but would be under the 32.5 million gallons per day the plan projects for Riverside in 2025. Based on these data, no new wastewater facilities will need to be constructed or capacity added to existing facilities due to this project's projected population growth.

The project proposes a rezone of BMP – Business Manufacturing Park Zone and PF – Public Facilities Zone to CR – Commercial Retail Zone. With the proposed zone change, the zoning will then be consistent with the General Plan land use designation of C – Commercial. The proposed project is consistent with the General Plan 2025 FPEIR Typical Growth Scenario wherein future wastewater treatment capacity was determined to be adequate (see Table 5.16-K of the General Plan 2025 FPEIR). Additionally, the project would be required to comply with all provisions of the NPDES program, as enforced by the RWQCB. Therefore, a **less than significant** impact related to wastewater treatment directly, indirectly, or cumulatively will occur. 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: General Plan 2025 FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M)***

Less Than Significant Impact. The project includes the development of a 3,800 square foot standalone Convenience Store/Car Wash/Gas/Service Station with 16 vehicle fueling positions (8 multiple product dispensers); 3,750 square foot standalone Fast Food With Drive-Thru; and 2,590 square foot Coffee Shop with Drive-Thru and 2,400 square feet of Retail in a single building. The project is services by Waste Management for solid waste collection. Solid waste collected by Waste Management is taken to the Robert A. Nelson Transfer Station, which is owned by the County of Riverside and operated under a 20-year franchise by Burrtec. Burrtec then transfers the waste to the Badlands Landfill, El Sobrante Landfill, or the Lamb Canyon Landfill. These three landfills have a combined remaining capacity of 181 million tons. Table 18.B identifies the remaining capacity from each of the landfills.

Table 18.B: Existing Landfills

Landfill	Location	Estimated Close Date	Maximum Permitted Daily Load (tons/day)	Maximum Permitted Capacity (tons)	Current Remaining Capacity (tons)
Badlands Landfill	31125 Ironwood Avenue, Moreno Valley, CA	January 1, 2022	4,800	48,160,000	22,048,319 as of January 1, 2015
El Sobrante Landfill	10910 Dawson Canyon Road, Corona, CA	January 1, 2045	16,054	184,930,000	145,530,000 as of April 6, 2009
Lamb Canyon Landfill	116411 Lamb Canyon Road (SR-79), San Jacinto, CA	April 1, 2029	5,500	54,509,914	26,940,130 as of January 8, 2015

Source: CalRecycle, 2018. http://www.calrecycle.ca.gov/ (accessed January 23, 2018.

Based on a generation rate of four pounds of solid waste per person per day,[37] the project would generate approximately 280 pounds of waste per day or 46.5 tons per year. This is well below the Badlands Landfill, El Sobrante Landfill, and Lamb Canyon Landfill remaining capacity and the impact will be minimal.

Construction of the project would also generate waste. Per the California Green Building Code, a minimum of 50 percent of this debris will be diverted to a material recycling facility. Impacts to landfill capacity directly, indirectly, and cumulatively will be **less than significant**, and no mitigation will be 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)***

[37] *The County Quarterly, Waste and Recycling Newsletter*. County of San Bernardino and Burrtec Waste Industries, July 2014. http://www.burrtec.com/templates/files/sbc-pomona-07-14.pdf (accessed January 23, 2018).

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 all excavated soil beginning January 1, 2011. The proposed project must comply with the City's waste disposal requirements as well as the California Green Building Code. For these reasons, the project would not conflict with any federal, State, or local regulations related to solid waste. **No impact** related to solid waste statutes will occur directly, indirectly, or cumulatively, and no mitigation will be required.				
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: **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.				
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: **Less Than Significant With Mitigation Incorporated.** The proposed project's potential cumulative impacts to air quality, biological resources, cultural resources, GHGs, hazards and hazardous materials, noise, traffic, and tribal cultural resources, were analyzed in this Initial Study, and all cumulative impacts were less than significant with mitigation incorporated.				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
19c. Response: **Less Than Significant With Mitigation Incorporated.** Impacts related to aesthetics, air quality, geology and soils, GHGs, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, traffic, and utilities and service systems that could potentially affect human beings directly or indirectly were analyzed in this Initial Study. Based on the analysis and conclusions in this Initial Study, the project, with mitigation, will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are **less than significant with mitigation incorporated.**				

Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party	Monitoring/Reporting Method
BIO-1:	Prior to the issuance of a grading permit, a focused burrowing owl survey shall be conducted during the burrowing owl breeding season (March 1 through August 31) in compliance with the MSHCP survey instructions for the burrowing owl (Riverside County Environmental Programs Department, 2006). If the survey reveals burrowing owl is not present, no further work in this regard is required other than preparation and submittal of a final report consistent with the MSHCP survey instructions. If the survey reveals burrowing owl is present, construction shall be delayed until the species has departed from the site or has been relocated in accordance with the procedures contained in the MSHCP survey instructions. Once the species has departed from the site or has been relocated, a final report shall be prepared and submitted consistent with the MSHCP survey instructions.	Prior to issuance of a grading permit.	Community & Economic Development Department, Planning and Building & Safety Divisions.	Burrowing Owl Survey Report submitted to City.
BIO-2:	Prior to the issuance of a grading permit, a pre-construction survey for the burrowing owl shall be conducted by a qualified biologist within 30 days prior to the start of project construction/ground-breaking activities. If no active burrows are detected, no further work in this regard is required. If active burrowing owl burrows are determined to be present during the non-breeding season (September 1 to January 30), the burrow(s) shall be flagged and a 160-foot buffer shall be created around the burrow(s). The buffer limits may vary depending on burrow location and burrowing owl sensitivity to human activity. During the non-breeding season, the burrowing owl may be passively excluded based on California Department of Fish and Wildlife-approved methods and the burrow can be excavated prior to construction. If active burrowing owl burrows are determined to be present during the breeding season (February 1 to August 31), the burrow(s) shall be flagged and a 500-foot buffer shall be created around the burrow(s). The buffer limits may vary depending on burrow location and burrowing owl sensitivity to human activity. No work shall occur within 500 feet of the burrow	No more than 30 days prior to ground disturbance activities.	Community & Economic Development Department, Planning and Building & Safety Divisions.	No action if not occupied. If occupied, treatment of owl in accordance with California Department of Fish and Wildlife approved methods.

Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party	Monitoring/Reporting Method
	unless a reduced buffer area is determined to be acceptable by a qualified biologist's notification to the City of Riverside			
BIO-3:	If project activities are planned during the bird nesting season (February 15 to August 31), a pre-construction nesting bird survey shall be conducted within 3 days prior to construction. Should nesting birds be found, an exclusionary buffer will be established by the biologist. The buffer may be up to 500 feet in diameter, depending on the species of nesting bird found. This buffer will be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active.	30 days prior to any ground disturbance between February 15 to August 31.	Community & Economic Development Department, Planning and Building & Safety Divisions.	Nesting Bird Survey Report submitted to City.
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, developer/applicant, 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 developer/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.	Prior to grading permit issuance.	Community & Economic Development Department, Planning, Historic Preservation, and Building & Safety Divisions.	Review of Site Plans prior to issuance of Grading Permit.
CUL-2:	Archaeological and Paleontological Monitoring: At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place, the developer/applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. 1. The project archaeologist, in consultation with interested tribes, the Developer, and the City, shall develop an Archaeological	At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place.	Community & Economic Development Department, Planning and Building & Safety Divisions; Qualified Archaeological Monitor.	Evidence that a qualified archaeological monitor has been retained shall be provided to the City. Preparation of a Cultural Resources Monitoring Plan.

Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party	Monitoring/Reporting Method
	Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include: f. Project grading and development scheduling; g. The development if a rotating or simultaneous schedule in coordination with the developer/applicant and the project archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; h. The protocols and stipulations that the Applicant, tribes, and project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation; i. Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the project site; and j. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure MM-CR-4.			
CUL-3:	**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 on site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and	During grading and construction.	Community & Economic Development Department, Planning and Building & Safety Divisions; Project Applicant; Landowner; Qualified Archaeological Monitor.	Report prepared that documents the finding and disposition of any cultural resources; If resources are found and curated, a copy of the curation agreement shall be provided to the City; Completed monitoring Report.

Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party	Monitoring/Reporting Method
	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 and Economic Development Department with evidence of same: a. Accommodate the process for on-site 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 will 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 an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum 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			

Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party	Monitoring/Reporting Method
	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.			
CR-4:	**Cultural Sensitivity Training:** The Secretary of Interior Standards County certified archaeologist and Native American monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.	During pre-construction.	Community & Economic Development Department, Planning and Building & Safety Divisions; Project Applicant; Landowner; Qualified Archaeological Monitor.	Pre-grading meeting.
NOI-1:	Prior to issuance of building permits, Planning staff, or designee, shall verify that all site owners and/or leases implement an informational plan to limit engine idling for all delivery vehicles and moving trucks to 5 minutes or less.	Prior to issuance of building permits.	Community & Economic Development Department, Planning and Building & Safety Divisions; Public Works Department; Project Applicant; Construction Contractor.	Review of idling plan prior to issuance of building permits.
NOI-2:	Prior to the issuance of building permits, Planning staff, or designee, shall verify that all rooftops are designed to include a minimum 3-foot parapet wall along the rooftop of all buildings to shield HVAC equipment.	Prior to issuance of building permits.	Community & Economic Development Department, Planning and Building & Safety Divisions; Public	Verify parapet design in building plans prior to issuance of building permits.

Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Mitigation Measure	Timing of Implementation	Responsible Party	Monitoring/Reporting Method
			Works Department; Project Applicant; Construction Contractor.	
NOI-3:	Prior to issuance of building permits, Planning staff, or designee, shall verify that the car wash openings (e.g. doors) for the vacuum turbine enclosure are directed away from the southern property line (towards center of site).	Prior to issuance of building permits.	Community & Economic Development Department, Planning and Building & Safety Divisions; Public Works Department; Project Applicant; Construction Contractor.	Verify orientation of car wash in building plans prior to issuance of building permits.
NOI-4:	Prior to issuance of building permits, Planning staff, or designee, shall verify that the design of the project incorporates best available noise reducing technology such as mufflers, shrouds, acoustic baffles, acoustic silencers and/or variable frequency drives for vacuum turbines, and blow dryer system. In addition, the vacuum system must incorporate tight seals/fittings for crevice tools and claws, per the manufacturer's design.	Prior to issuance of building permits.	Community & Economic Development Department, Planning and Building & Safety Divisions; Public Works Department; Project Applicant; Construction Contractor.	Verify design of the project incorporates best available noise reducing technology as indicated in building plans prior to issuance of building permits.
NOI-5:	Prior to issuance of building permits, Planning staff, or designee, shall verify that the design of the speakerphone system incorporates automatic volume control (AVC). The AVC will adjust the outbound volume based on the outdoor ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system.	Prior to issuance of building permits.	Community & Economic Development Department, Planning and Building & Safety Divisions; Public Works Department; Project Applicant; Construction Contractor.	Verify incorporation of automatic volume control in the speakerphone system as indicated in building plans prior to issuance of building permits.
TRA-1:	Prior to the issuance of the first certificate of occupancy, the applicant shall improve the Van Buren Boulevard/Jurupa Avenue intersection by restriping/widening the eastbound Jurupa Avenue approach from one left turn lane, one through lane, and one shared through/right turn lane to consist of two left-turn lanes, one through lane, ad one shared through/right-turn lane.	Prior to issuance of the first certificate of occupancy.	Community & Economic Development Department, Planning and Building & Safety Divisions; Public Works Department; Project Applicant; Construction Contractor.	Prior to the issuance of the first certificate of occupancy.

REFERENCES

Adkan Engineers 2017, *Project Specific Water Quality Management Plan (Appendix E)*

Albert A. Webb Associates. *City of Riverside General Plan and Supporting Documents Environmental Impact Report.* Section 5.11 - Noise. Certified November 2007.

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