



*MITIGATED NEGATIVE DECLARATION*

WARD: 1

1. **Case Number:** P18-0595 (Design Review)
2. **Project Title:** 1049 Spruce Street Warehouse
3. **Hearing Date:** June 12, 2019
4. **Lead Agency:** City of Riverside  
Community & Economic Development Department  
Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522
5. **Contact Person:** Nizar Slim  
**Phone Number:** (951) 826-5932
6. **Project Location:**  
The project site is located at the northeast corner of Rustin Avenue and Spruce Street. The project site has frontage on both Rustin Avenue and Spruce Street (Exhibit 1 Project Vicinity Map and Exhibit 2 Project Location Map).
7. **Project Applicant/Project Sponsor's Name and Address:**  
Blue Mountain One  
28 Hammond, Suite F  
Irvine, California 92618
8. **General Plan Designation:**  
B/OP – Business/Office Park.
9. **Zoning:**  
The project site has a Zoning designation of BMP – SP Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay Zones.

The Zone facilitates the development of small-scale warehouses, light manufacturing and support commercial uses. The project site is also located within the Garden Industrial sub district of the Hunter Business Park Specific Plan. This sub district is intended for a variety of light to medium industrial activities that may include the manufacturing or fabrication of products which require truck or rail traffic to transport bulk goods.

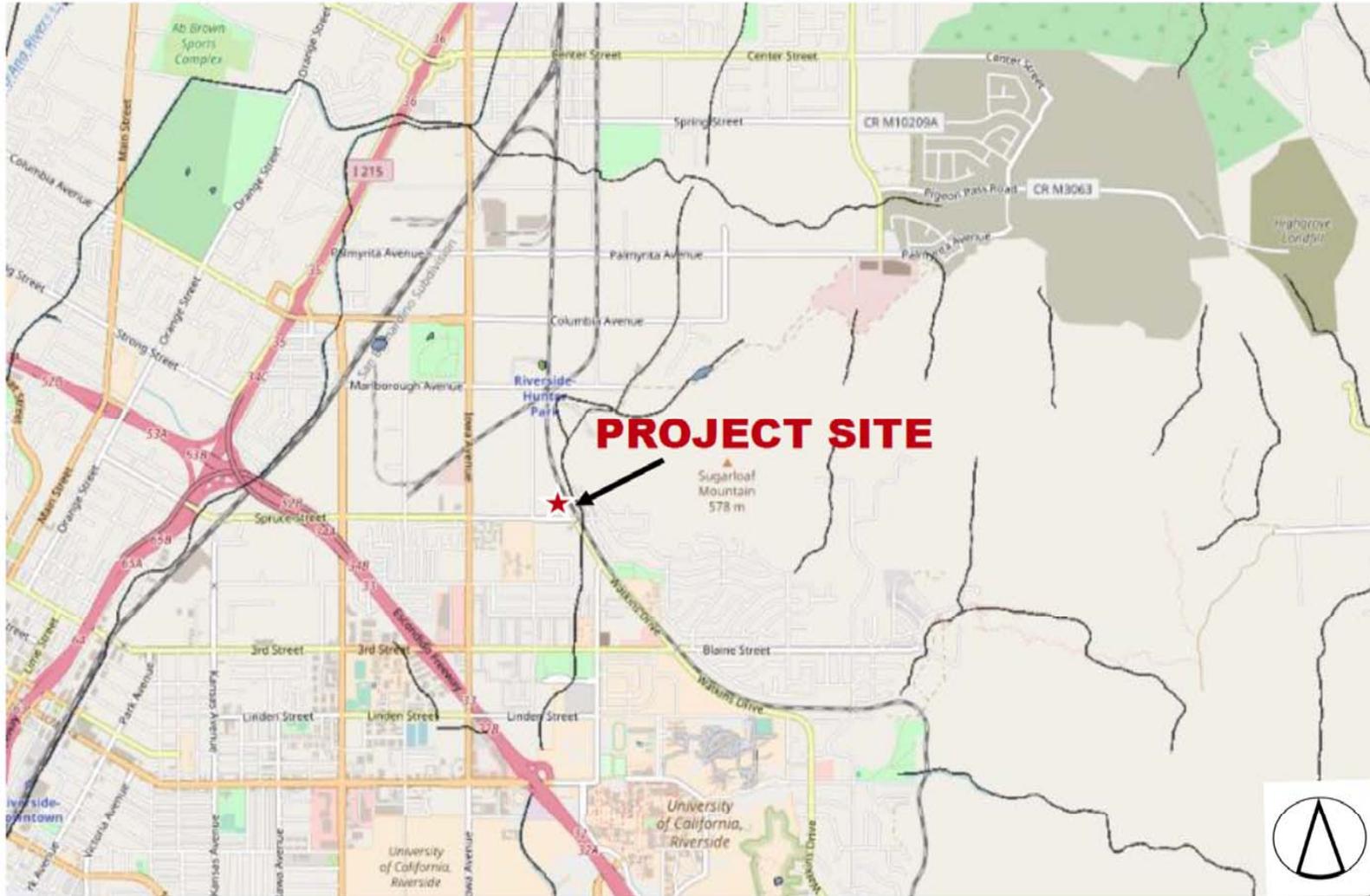
10. **Description of Project:**  
The Applicant is proposing to construct a 114,874-square-foot industrial building with an interior 8,000 square foot office space and 106,874 square foot of warehouse space. This site is comprised of two vacant parcels totaling 7.22 acres in the City of Riverside, California at the base of the Box Springs Mountain and the western tip of the Sugarloaf Mountain. The proposed project involves the construction of a tilt-up light industrial/warehouse building with related on- and off-site improvements including grading, parking and

landscaping. The project includes 21 dock doors, 149 standard parking stalls, 6 accessible parking stalls (155 vehicular parking spaces), and 13 trailer stalls. The proposed project would include a Class I multi-use walking path along the Spruce Street frontage. Offsite improvements include the widening of Spruce Street along the project frontage to 44 feet from monument centerline and the widening of Rustin Avenue along the project frontage to 33 feet from monument centerline. Sidewalks and landscaping will be incorporated along the frontage of Rustin Avenue and Spruce Street. In addition, curb and gutter improvements will occur on Spruce Street and Rustin Avenue. Construction of the project is proposed to begin June 2019 and completed by December 2019. The project is anticipated to be fully operational by 2020.

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

	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
<b>Project Site</b>	Vacant	B/OP – Business/Office Park	BMP-SP – Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay Zones
<b>North</b>	Low impact Industrial/Business and Manufacturing	B/OP – Business/Office Park	BMP-SP – Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay Zones
<b>East</b>	Metrolink Rail line and Right-of-way for railroad and associated transportation of goods and persons.	MDR – Medium Density Residential	RWY – Railway Zone
<b>South</b>	Multi-family residential, University Heights Middle School and St. George Church	HDR – High Density Residential	R-3-1500 – Multi-family Residential Zone
<b>West</b>	Riverside County Business Office	B/OP – Business/Office Park	BMP-SP – Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay Zones

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## Exhibit 1 Regional Context Map

1049 Spruce Street

City of Riverside, California

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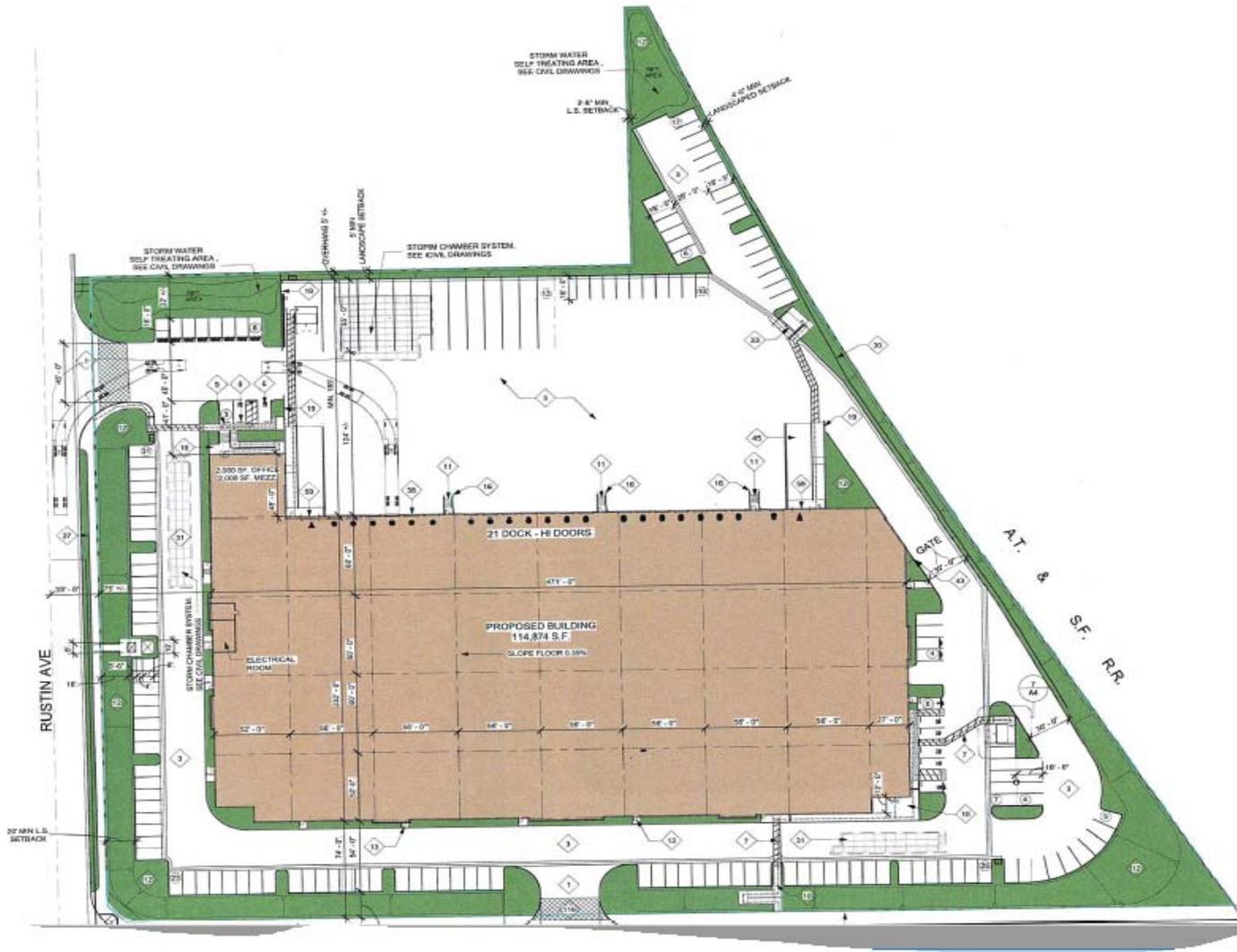


## Exhibit 2 Vicinity Map

1049 Spruce Street

City of Riverside, California

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### Exhibit 3 Site Plan

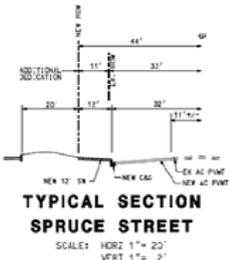
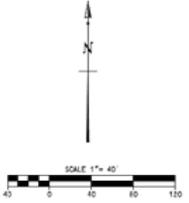
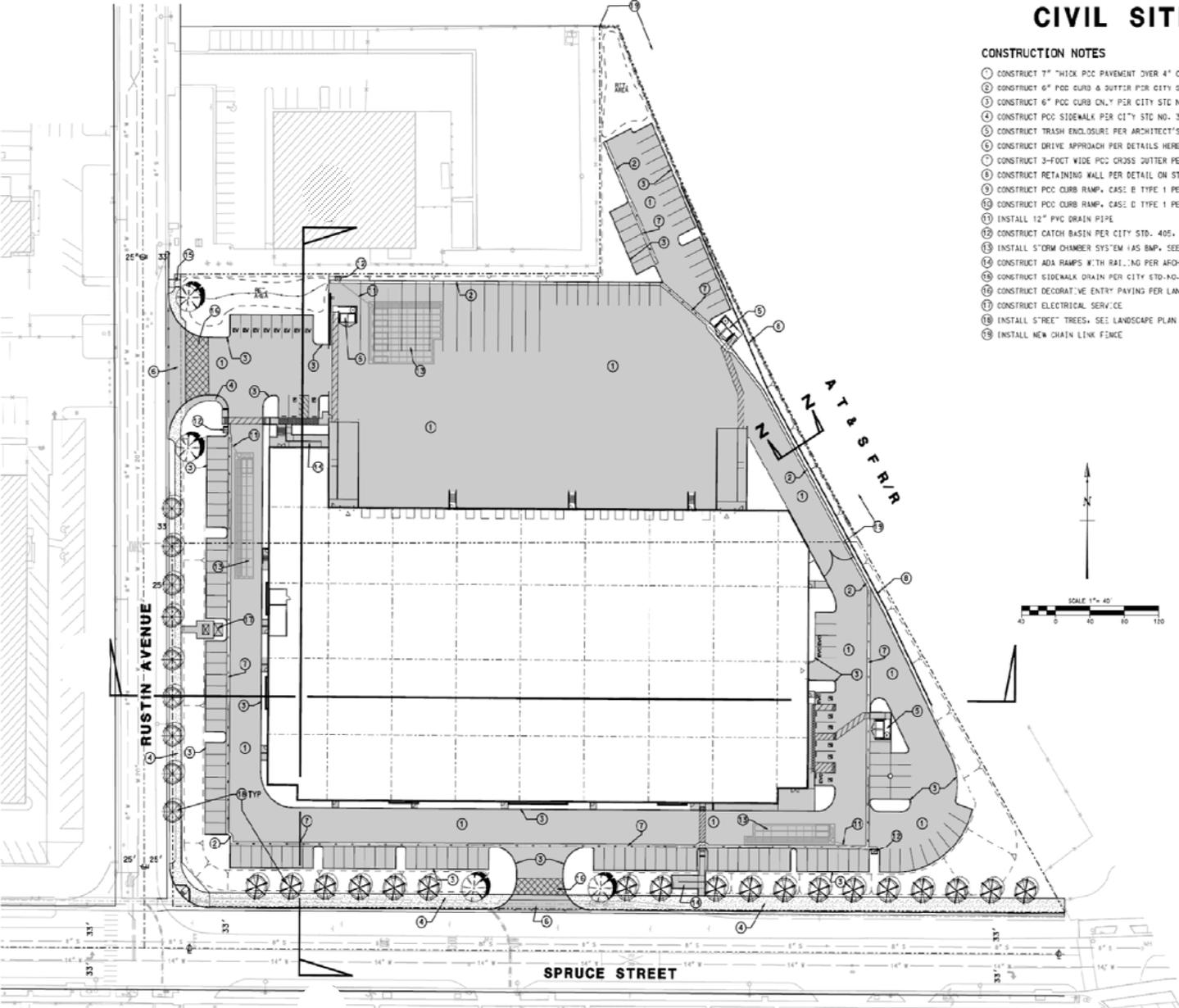
1049 Spruce Street  
City of Riverside, CA

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# CIVIL SITE PLAN

## CONSTRUCTION NOTES

- 1) CONSTRUCT 7" THICK PCC PAVEMENT OVER 4" C&G (PER SOILS ENGINEER)
- 2) CONSTRUCT 6" PCC CURB & DUTTER PER CITY STD NO. 200 TYPE 1
- 3) CONSTRUCT 6" PCC CURB ONLY PER CITY STD NO. 200 TYPE 1.1
- 4) CONSTRUCT PCC SIDEWALK PER CITY STD NO. 325
- 5) CONSTRUCT TRASH ENCLOSURE PER ARCHITECT'S PLANS
- 6) CONSTRUCT DRIVE APPROACH PER DETAILS HEREIN
- 7) CONSTRUCT 3-FOOT WIDE PCC CROSS DUTTER PER CITY STD NO. 220, D=1"
- 8) CONSTRUCT RETAINING WALL PER DETAIL ON STRUCTURAL PLANS
- 9) CONSTRUCT PCC CURB RAMP, CASE B TYPE 1 PER APWA STD 111-3
- 10) CONSTRUCT PCC CURB RAMP, CASE D TYPE 1 PER APWA STD 111-3
- 11) INSTALL 12" PVC DRAIN PIPE
- 12) CONSTRUCT CATCH BASIN PER CITY STD. 405, W=4'
- 13) INSTALL S'ORM CHAMBER SYSTEM HAS BMP, SEE SHEET 51
- 14) CONSTRUCT ADA RAMP WITH RAILING PER ARCHITECT'S PLANS
- 15) CONSTRUCT SIDEWALK DRAIN PER CITY STD-NO. 410
- 16) CONSTRUCT DECORATIVE ENTRY PAVING PER LANDSCAPE ARCHITECT'S PLANS
- 17) CONSTRUCT ELECTRICAL SERVICE
- 18) INSTALL STREET TREES, SEE LANDSCAPE PLAN
- 19) INSTALL NEW CHAIN LINK FENCE



**TYPICAL SECTION  
SPRUCE STREET**  
SCALE: HORIZ 1" = 20'  
VERT 1" = 2'



**TYPICAL SECTION  
RUSTIN AVENUE**  
SCALE: HORIZ 1" = 20'  
VERT 1" = 2'

PRINT DATE 12/10/2018



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PHOTOGRAPH 1 - Spruce Street view of Project Site facing northeast.



PHOTOGRAPH 2 - Portions of the Project Site facing east.

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PHOTOGRAPH 3 - Rustin Avenue view of Project Site facing east.



PHOTOGRAPH 4 - Portions of the Project Site facing north.

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PHOTOGRAPH 5 - Rustin Avenue view of Project Site facing northeast.



PHOTOGRAPH 6 - Portions of the Project Site facing north.

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

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

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

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

**14. List of Exhibits**

- a. Exhibit 1 – Regional Context Vicinity Map
- b. Exhibit 2 – Vicinity Map
- c. Exhibit 3 – Site Plan
- d. Exhibit 4 – Civil Site Plan
- e. Exhibit 5 – Photographic Location Map
- f. Exhibit 6 – Photograph Survey
- g. Exhibit 7 – Noise Location Map
- h. Exhibit 8 – Traffic Intersection Study Location Map

**15. List of Appendices**

- a. Appendix A – Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis
- b. Appendix B – Biological Resources Results
- c. Appendix C – Phase I Historical/Archaeological Resources Survey
- d. Appendix D – Geotechnical Investigation
- e. Appendix E – Project Specific Water Quality Management Plan
- f. Appendix F – Noise Impact Analysis
- g. Appendix G – Traffic Impact Analysis

**16. Acronyms**

AICUZ -	Air Installation Compatible Use Zone Study
AQMP -	Air Quality Management Plan
AUSD -	Alvord Unified School District
CEQA -	California Environmental Quality Act
CMP -	Congestion Management Plan
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FPEIR -	GP 2025 Final Programmatic Environmental Impact Report
GIS -	Geographic Information System
GHG -	Green House Gas
GP 2025 -	General Plan 2025

IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
MARB/MIP -	March Air Reserve Base/March Inland Port
MJPA-JLUS -	March Joint Powers Authority - Joint Land Use Study
MSHCP -	Multiple-Species Habitat Conservation Plan
MVUSD -	Moreno Valley Unified School District
NCCP -	Natural Communities Conservation Plan
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works, Riverside
RCALUC -	Riverside County Airport Land Use Commission
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RMC -	Riverside Municipal Code
RPD -	Riverside Police Department
RPU -	Riverside Public Utilities
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
RUSD -	Riverside Unified School District
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCH -	State Clearinghouse
SKR-HCP -	Stephens' Kangaroo Rat - Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
USGS -	United States Geologic Survey
WMWD -	Western Municipal Water District
WQMP -	Water Quality Management Plan

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

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

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

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

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

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

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

Signature \_\_\_\_\_ Date \_\_\_\_\_

Nizar Slim /Associate Planner

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 onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. **Earlier Analysis Used.** Identify and state where they are available for review.
  - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

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

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1a. Response:</b> (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)</p> <p><b>Less than Significant Impact.</b> The proposed use will be situated in an existing industrial area on a vacant parcel of land. The proposed project is a new development and will include up to one story in building height. The project site is on a 7.22-acre parcel of vacant land located on Spruce Street in the City of Riverside, California at the base of the Box Springs Mountain foothills and the western tip of Sugarloaf Mountain on the southern rim of the San Bernardino Valley. The area immediately surrounding the project site is completely urbanized with industrial and commercial land uses. The City of Riverside General Plan 2025 FPEIR does not identify Rustin Avenue or Spruce Street as a scenic boulevard, special boulevard, parkway or roadway of scenic significance. The project site is adjacent to the Gage canal. No impacts to the Gage canal are anticipated with the proposed project. Furthermore, the proposed project consists of an infill project within an urbanized area surrounded by existing development where there are no scenic vistas. The City’s General Plan 2025 policies aim at balancing development interests with broader community preservation objectives.</p> <p>Through compliance and implementation of General Plan/Specific Plan Policies and Zoning Code requirements:</p> <p><b>Policy LU-6.2:</b> Preserve the viability of the Gage Canal to enable continued agricultural and citri-cultural uses within the City.</p> <p><b>Policy OS-2.3:</b> Control the grading of land, pursuant to the City’s Grading Code, to minimize the potential for erosion, landscaping, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.</p> <p><b>Policy OS-2.4:</b> Recognize the value of ridgelines, hillsides, and arroyos as significant natural and visual resources and strengthen their role as features, which define the character of the City and its individual neighborhoods.</p> <p><b>Policy LU-54.3:</b> Minimize the visual impact of new development, particularly along ridgelines of on hillsides.</p> <p>With adherence to the General Plan/Specific Plan Policies and Zoning Code requirements, the proposed project will have less than impact to a scenic vista directly, or cumulatively. Therefore, direct, indirect and cumulative impacts to scenic vistas are less than significant impacts.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1b. Response:</b> (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City’s Urban Forest Tree Policy Manual, Title 20 – Cultural Resources and, Title 19 – Article V – Chapter 19.100 – Residential Zones - RC Zone)</p> <p><b>Less than Significant Impact.</b> The project consists of construction of a new tilt up warehouse building and parking area. The proposed project is not located on a state scenic highway, and no historic buildings occur on the project site. No physical changes to any scenic highway, buildings or rock outcropping onsite are associated with the proposed use. Therefore, the proposed project will have less than significant impact to a scenic resource direct, indirectly or cumulatively. Furthermore, there are no scenic highways within the City that could potentially be impacted. In addition, the proposed project is not</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>located along or within view of a scenic boulevard, parkway or special boulevard as designated by the City's General Plan 2025 and therefore will not have any effect on any scenic resources within a scenic roadway. In addition, there are no rock outcroppings or historic buildings within view of this proposed project so no impacts to these resources are expected. The Box Springs Mountains are located immediately to the northeast of the project site. The proposed building will be in compliance with the underlying zoning districts height requirement. Access to the Box Springs Mountains and viewshed will not be impacted by the proposed project. The project would therefore result in a less than significant impact to scenic resources. Lastly, the Zoning Code regulates building setbacks, building heights, land uses, landscaping, parking and other development standards for use and development of all properties. Therefore, any potential adverse direct, indirect or cumulative impacts from this project will be <b>less than significant</b>.</p>				
<p>c. Substantially degrade the existing visual character or quality of the site and its surroundings?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1c. Response: (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines, Hunter Park Specific Plan)</b></p>				
<p><b>Less than Significant Impact.</b> The project will be compatible in height and scale with the surrounding area and will not exceed height standards for the underlying zoning. The surrounding land uses include residential, industrial and institutional facilities and the proposed building will be set back from Spruce Street with a landscaped trail and landscaping fronting the proposed building. The irregular shaped property is located at the northeast corner of Spruce Street and Rustin Avenue with a railroad easement along the eastern portion of the property. The proposed project would be visually screened by landscaping on the eastern and southern portions of the project site. Landscaping and six-foot screening walls will visually reduce the impact of the project on the homes to the east of the project site and the multi-family homes to the south. With the various land uses surrounding the project site, the proposed project would have a less than significant impact directly, indirectly or cumulatively to the visual character or quality of the immediate surroundings and a <b>less than significant impact</b> to the visual character or quality of the site will occur.</p>				
<p>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1d. Response: (Source: General Plan 2025, General Plan 2025 FPEIR, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines, Hunter Park Specific Plan)</b></p>				
<p><b>Less than Significant Impact.</b> Impacts from lighting may occur because of excessive or inappropriate directed lighting which can adversely impact night-time views by reducing the ability to see the night sky and stars. The project would not result in a new source of substantial light or glare which would adversely affect day or nighttime views as the project consists of the establishment of a use within an existing developed area where adequate levels of lighting currently exist. New lighting is proposed for the project however exterior building materials are proposed that would not contribute to daytime glare impacts. In addition, the proposed project would restrict exterior lighting to use for security and safety, parking, loading and access to the site. All lighting will be shielded to keep light spread within the site boundaries. The pole light fixtures proposed would not exceed 30 feet in height and would not expose updo lighting on the adjacent Box Spring Nature Preserve. The proposed warehouse facility would be operational in 2020 and provide logistics services that would not impose any use that would provide excessive or inappropriate directed lighting. As such the project will have no impact directly, indirectly or cumulatively which would adversely affect day or nighttime views.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>2. AGRICULTURE AND FOREST RESOURCES:</b>				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2a. Response:</b> (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability &amp; General Plan 2025 FPEIR – Appendix I – Designated Farmland Table)</p>				
<p><b>No Impact.</b> The Project is located within an urbanized area. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 reveals that the project site is not designated as agricultural land and is not adjacent to or in proximity to any land classified as, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Agricultural lands are areas where land planted with row crops, field crops, horticulture, nursery greenhouses, orchards and vineyards occur. Fallow agricultural lands refer to lands where agriculture was cultivated within the previous 5 years. The project site has not been in agricultural use since 2002 and would not be classified as agricultural or fallow agricultural lands. Additionally, the site is identified as vacant land and in Figure 5.2-1 of the General Plan 2025 FPEIR. The project site is not in designated Farmland and does not support agricultural resources or operations. There are no agricultural resources or operations, including farmlands within proximity of the subject site. Therefore, the project will have <b>no impact</b> directly, indirectly or cumulatively on agricultural uses.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2b. Response:</b> (Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)</p>				
<p><b>No Impact.</b> A review of Figure 5.2-2 – Williamson Act Preserves of the General Plan 2025 FPEIR reveals that the project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. Moreover, the project site is not zoned for agricultural use and is not next to land zoned for agricultural use; therefore, the project will have <b>no impact</b> directly, indirectly or cumulatively.</p>				
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2c. Response:</b> (Source: GIS Map – Forest Data)</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>No Impact.</b> The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, <b>no impacts</b> will occur from this project directly, indirectly or cumulatively.				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2d. Response: (Source: GIS Map – Forest Data)</b>				
<b>No Impact.</b> The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland; and no forest land occur on the site. Therefore, <b>no impacts</b> will occur from this project directly, indirectly or cumulatively as a result of the project.				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR – Appendix I – Designated Farmland Table (use only if your property on this table), Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data)</b>				
<b>No Impact.</b> For the purposes of this analysis, Farmland and agricultural land considered under this threshold include 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 non-conforming uses. The project is located in an urbanized area of the City of Riverside in an existing industrial development area of the Hunter Park Specific Plan. Additionally, the site is identified as urban/built out land and therefore does not support agricultural resources or operations. The project will not result in the conversion of designated farmland to non-agricultural uses. In addition, there are no agricultural resources or operations, including farmlands within proximity of the subject site. The City of Riverside has no forest land that can support 10-percent native tree cover. Therefore, <b>no impacts</b> will occur from this project directly, indirectly or cumulatively to conversion of Farmland, to non-agricultural use or to the loss of forest land.				
<b>3. AIR QUALITY.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>3a. Response: (Source: South Coast Air Quality Management District’s 2016 Air Quality Management Plan (AQMP) CalEEMod Model, and Air Quality Analysis prepared by Ganddini Group, Inc. on October 16, 2018)</b>				
<b>Less than Significant Impact.</b> The project is located within the City of Riverside, within the South Coast Air Basin. The project site is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) designate air basins where ambient air quality standards are exceeded as nonattainment areas. A significant impact would occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2016 Basin Air Quality Management Plan (AQMP). The Air Quality Element of the City of Riverside General Plan includes the following objectives:				
Objective AQ□1: Adopt land use policies that site polluting facilities away from sensitive receptors and vice versa; improve job□housing balance; reduce vehicle miles traveled and length of work trips; and improve the flow of traffic.				
Objective AQ□2: Reduce air pollution by reducing emissions from mobile sources.				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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Objective AQ-3: Prevent and reduce pollution from stationary sources, including point sources (such as power plants and refinery boilers) and area sources (including small emission sources such as residential water heaters and architectural coatings).

Objective AQ-4: Reduce particulate matter, as defined by the Environmental Protection Agency (EPA), as either airborne photochemical precipitates or windborne dust.

Objective AQ-5: Increase energy efficiency and conservation in an effort to reduce air pollution.

Objective AQ-6: Develop a public education program committed to educating the general public on the issues of air pollution and mitigation measures that can be undertaken by businesses and residents to improve air quality.

Objective AQ-7: Support a regional approach to improving air quality through multi-jurisdictional cooperation.

Objective AQ-8: Make sustainability and global warming education a priority for the City's effort to protect public health and achieve state and federal clean air standards.

Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 AQMP is affirmed when a project does not increase the frequency or severity of an air quality standards violation or cause a new violation and is consistent with the growth assumptions in the AQMP. A consistency review is presented below:

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Construction activities for the proposed project are anticipated to include grading of 7.22 acres, construction of a 114,562 square foot industrial building and paving of a parking lot with 145 standard parking spaces and 15 trailer spaces. Local construction emissions at the nearest receptors include the following:

**Local Construction Emissions at the Nearest Receptors**

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	28.35	16.29	3.96	2.60
Building Construction	21.08	17.16	1.29	1.21
Paving	15.24	14.66	0.82	0.76
Architectural Coating	1.84	1.84	0.13	0.13
SCAQMD Thresholds <sup>2</sup>	170	883	7	4
Exceeds Threshold?	No	No	No	No

Notes:

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres at a distance of 25 m in SR 23 Metropolitan Riverside County.
- (2) The nearest sensitive receptors are the multi-family attached residential dwelling units located approximately 65 feet (~19.8 meters) to the south of the site; therefore, the 25-meter threshold has been used.

Cumulative projects include local development as well as general growth within the project area. The greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature. The project area is out of attainment for ozone and in 2014 was out of attainment for PM10. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Salton Sea portion of the South Coast Air Basin. The

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. With respect to long-term emissions, this project would create a less than significant cumulative impact.</p> <p>Therefore, the project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, ; therefore, the project could not result in an increase in the frequency or severity of any air quality standards violations and will not cause a new air quality standard violation.</p> <p>The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects would include airports, electrical generation facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as significant. This project includes construction of a tilt-up light industrial building on a vacant parcel of land in the Hunter Business Park Specific Plan area. The Land Use Element and any assumptions used to estimate employee generation for the RTP will not be affected. Therefore, consistency analysis with the AQMP will not be required. In addition, the project is consistent with the General Plan 2025, which is also consistent with the AQMP. The project will have a less than significant impact directly, indirectly and cumulatively to the implementation of an air quality plan.</p>				
<p>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**3b. Response:** (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 AQMP, CalEEMod, Model and Air Quality Analysis prepared by Ganddini Group, Inc. on October 16, 2018)

**Less Than Significant Impact.** The project is located within the City of Riverside, in the northwest portion of Riverside County that lies within the South Coast Air Basin (Basin). The project area is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600 square mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. SCAQMD identifies criteria pollutants and these consist of: ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead, and particulate matter. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants “criteria” air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. An Air Quality Model, conducted using CalEEMod 2016.3.2, was completed for the project. The results of the air quality model showed that the proposed project would generate emissions far lower than the SCAQMD thresholds for significance for air quality emissions and it was determined to be **less than significant** directly, indirectly and cumulatively to ambient air quality and will not contribute to an existing air quality violation. Per General Plan 2025 FPEIR MM Air 1 and 7, a CalEEMod computer model was required to analyze both short-term construction-related and long-term operational impacts for the proposed project. The results of the CalEEMod model determined that the proposed project would result in the following emission levels:

**CalEEMod Model Results Short Term Impacts**

CalEEMod MODEL RESULTS SHORT-TERM IMPACTS						
Activity	Daily Emissions (lbs./day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
<b>SCAQMD Daily Thresholds Construction</b>	75	100	550	150	150	55
<b>Daily Project - Emissions Construction</b>	<i>61.32</i>	<i>44.688</i>	<i>42.55</i>	<i>0.09</i>	<i>4.59</i>	<i>2.77</i>
<b>Exceeds Y/N Threshold?</b>	N	N	N	N	N	N

**CalEEMod Model Results Long Term Impacts**

CalEEMod MODEL RESULTS LONG-TERM IMPACTS						
Activity	Daily Emissions (lbs./day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
<b>SCAQMD Daily Thresholds Operation</b>	55	55	550	150	150	55
<b>Daily Project - Emissions Operational</b>	<i>4.67</i>	<i>38.35</i>	<i>24.99</i>	<i>0.18</i>	<i>8.90</i>	<i>2.69</i>
<b>Exceeds Y/N Threshold?</b>	N	N	N	N	N	N

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>Based on the air quality modeling contained in the Air Quality Analysis prepared for the project (Appendix A), short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Quality Analysis also found that long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. The project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP. The above tables compare the project emissions (short-term and long-term) to the SCAQMD daily thresholds and shows that project-related emissions will not exceed established thresholds.</p>				
<p>c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>3c. Response:</b> (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan CalEEMod Model, and Air Quality Analysis prepared by Ganddini Group, Inc. on October 16, 2018)</p> <p><b>Less Than Significant Impact.</b> Per the GP 2025 FPEIR, AQMP thresholds indicate future construction activities under the General Plan are projected to result in significant levels of NOx and ROG, both ozone precursors, PM-10, PM-2.5 and CO. Long -term emissions are not expected to exceed SCAQMD thresholds. The portion of the Basin within which the City is located is designated as a non-attainment area for ozone, PM-10 and PM-2.5 under State standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under Federal standards. Because the proposed project is consistent with the General Plan 2025, cumulative impacts related to criteria pollutants as a result of the project were previously evaluated as part of the cumulative analysis of build out anticipated under the General Plan 2025 Program. As a result, the proposed project does not result in any new significant impacts that were not previously evaluated and for which a statement of overriding considerations was adopted as part of the General Plan 2025 FPEIR. Therefore, cumulative air quality emissions impacts are <b>less than significant</b>.</p>				
<p>d. Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**3d. Response:** (Source: *General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, CalEEMod Air Quality Analysis prepared by Ganddini Group, Inc. on October 16, 2018*)

**Less Than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours. The nearest sensitive receptors are the multi-family homes 65 feet south of the project site, the single-family homes 235 feet east of the project site and the school facility 65 feet southwest of the project site. The on-going operation of the proposed project would generate toxic air containment emissions from diesel truck emissions created by on-going operations of the proposed project. Individual cancer risk is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer based on the use of revised Office of Environmental Health Assessment risk assessment methodology.

**Toxic Air Contaminants**

Cancer risk and non-cancer health risks to sensitive receptors within one-quarter mile and within 1,000 feet of on- and off-site area sources were estimated using the EPA AERMOD model and guidance provided by SCAQMD in the Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions white paper. Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk assessment methodology. Cancer risk and non-cancer health risk source treatment, emissions assumptions, modeling methodology, and receptor information is provided in the Air Quality, Climate Change, and Health Risk Assessment Impact Analysis prepared by Ganddini Group, Inc., as summarized herein (see Appendix A).

SCAQMD has established thresholds for emissions of toxic air contaminants. Toxic air emissions from a project are considered potentially significant if maximum incremental cancer risk (MICR) is greater than 10 cases in 1,000,000 (1E-05). Cancer risk is determined by calculating the annual average toxic concentration ( $\mu\text{g}/\text{m}^3$ ) and multiplying it by a unit risk factor (URF) and the lifetime exposure adjustment (LEA) for each receptor. URF represents the estimated probability that a person will contract cancer as a result of inhalation of a toxic of  $1 \mu\text{g}/\text{m}^3$  continuously over 70 years. The CARB recommended URF value is 300 in one million. Because some receptors are exposed to toxics for less than 70 years (i.e. off-site workers), the LEA adjusts the receptors’ exposure to represent actual exposure time. The LEA for residential uses and other sensitive receptors is 1, representing an assumed exposure of 70 continuous years. When a facility and its equipment operate continuously (i.e., 24 hrs./day and 365 days/yr.), the LEA for an off-site worker is 0.14. For all other facility operating schedules, the LEA for an off-site worker is 0.66.

Acute and chronic non-cancer risks are considered significant if the project toxic air contaminant emissions result in a hazard index greater than or equal to 1. The hazard index is determined by calculating the average annual toxic concentration ( $\mu\text{g}/\text{m}^3$ ) divided by the reference exposure level (REL) for a particular toxic. The REL is the concentration at which no adverse health impacts are anticipated and is established by the Office of Environmental Health Hazard Assessment (OEHHA). The chronic REL for Diesel Particulate Matter (DPM) was established by OEHHA as  $5 \mu\text{g}/\text{m}^3$ . Short-term impacts associated with construction from General Plan 2025 typical build out will result in increased air emissions from grading, earthmoving, and construction activities. Diesel Particulate Matter (DPM) propose risks by exposure to the respiratory system. The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. Operation of the proposed project would generate toxic air contaminant emissions from diesel truck emissions created by on-going operations of the proposed project. Long-term exposure to diesel particulate matter may occur as a result of the proposed project. The Health Risk Assessment (Appendix A) performed by Ganddini Group, Inc identified the proposed project would have criterion value of 1, which would be a less than significant long-term impact from diesel emissions. Therefore, the proposed project would not exceed the thresholds for cancer-related health risk to sensitive receptors.

**ISSUES (AND SUPPORTING INFORMATION SOURCES):**

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Air Quality and Health Risk Assessment prepared by Ganddini Group (October 16, 2018) identified that cumulative carcinogenic health risk does not exceed the SCAQMD maximum incremental cancer risk threshold of 10 in one million, the on-going operations of the proposed project would therefore result in a less than significant impact from diesel emissions created by the proposed project.

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local air quality impacts created from construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts. Construction-related regional pollutant emissions are provided below.

**Construction-Related Regional Pollutant Emissions**

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO <sub>2</sub>	PM10*	PM2.5*
Grading	On-Site <sup>2</sup>	2.58	28.35	16.29	0.03	3.96	2.60
	Off-Site <sup>3</sup>	0.15	3.28	1.05	0.01	0.40	0.12
	Subtotal	2.74	31.63	17.34	0.04	4.36	2.72
Building Construction	On-Site <sup>2</sup>	2.36	21.08	17.16	0.03	1.29	1.21
	Off-Site <sup>3</sup>	0.91	6.37	7.02	0.03	1.87	0.54
	Subtotal	3.27	27.45	24.18	0.06	3.16	1.75
Paving	On-Site <sup>2</sup>	1.65	15.24	14.66	0.02	0.82	0.76
	Off-Site <sup>3</sup>	0.08	0.05	0.67	0.00	0.17	0.05
	Subtotal	1.74	15.30	15.33	0.02	0.99	0.80
Architectural Coating	On-Site <sup>2</sup>	56.17	1.84	1.84	0.00	0.13	0.13
	Off-Site <sup>3</sup>	0.15	0.09	1.20	0.00	0.30	0.08
	Subtotal	56.31	1.93	3.04	0.01	0.43	0.21
Total for overlapping phases <sup>4</sup>		61.32	44.68	42.55	0.09	4.59	2.77
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

The project would not expose sensitive receptors to substantial pollutant concentrations from exposure to hazardous materials as the project site was previously developed for agriculture and has not been in continuous operation as agriculture. The project does involve construction, grading or earthmoving activities that would expose sensitive receptors to substantial short-term pollutant concentrations. However, the long-term operation of the project as a tilt-up warehouse would not have long term air emission impacts exceeding thresholds. As such, a less than significant impact directly, indirectly or cumulatively to a sensitive receptor will occur. Therefore, the project will not expose sensitive receptors to substantial pollutant concentrations and a **less than significant impact** will occur directly, indirectly or cumulatively for this project.

e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>3e. Response:</b> (Source: Air Quality Analysis prepared by Ganddini Group, Inc. on October 16, 2018)</p>				
<p><b>Less Than Significant Impact.</b> Construction equipment operations, and construction material use, storage and disposal requirements act to minimize odor impacts that may result from construction. The operation of the proposed project is not typically associated with the generation of objectionable odors. The proposed project would be subject to all applicable City of Riverside building and safety code regulations pertaining to all construction-related activities that generate typically generate odors such as diesel exhaust emissions, architectural coating applications, and on- and off-site improvement installations. However, said emissions would occur only during daylight hours, be short-term in duration, and would be isolated to the immediate vicinity of the construction site. Therefore, they would not expose a substantial number of people to objectionable odors on a permanent basis. While the proposed use may potentially expose people to objectionable odors, industrial and commercial uses that could generate objectionable odors are subject to SCAQMD Rule 402 governing odor emissions. Through compliance with SCAQMD Rule 402, the proposed project is not anticipated to cause objectionable odors affecting a substantial number of people and a <b>less than significant impact</b> directly, indirectly and cumulatively will occur. Therefore, the project will not cause objectionable odors affecting a substantial number of people and a less than significant impact directly, indirectly and cumulatively will occur.</p>				
<p><b>4. BIOLOGICAL RESOURCES.</b> Would the project:</p>				
<p>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>4a. Response:</b> (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area)</p>				
<p><b>Less than Significant Impact with Mitigation Incorporated.</b> The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area. The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in Western Riverside County. The MSHCP’s overall goal is to provide for the conservation of covered species and their habitats, as well as maintain biological diversity and ecological processes while allowing for future economic growth within the urbanized areas. The project site is not located in an MSHCP Existing Cores, Linkages, non-contiguous habitat blocks, MSHCP Cell area, MSHCP Area Plan or criteria cell. The project site is located within the Stephens’ Kangaroo Rat (<i>Dipodomys stephensi</i>) habitat Conservation Plan area for the endangered Stephen’s Kangaroo Rat. Furthermore, the project site is located outside of the mapped Stephen’s Kangaroo Rat suitable habitat area. A search of the MSHCP database and other appropriate databases identified no potential for candidate, sensitive or special status species, or suitable habitat for such species onsite. Plant species which may not be listed as endangered, threatened, candidate, or proposed species under Federal Endangered Species Act (FESA) or California Endangered Species Act (CESA), but are still considered rare, are generally assigned a rarity code by the California Native Plant Society (CNPS). CNPS has compiled an inventory comprised of the information focusing on the geographic distribution and qualitative characterization of Rare, Threatened, or Endangered vascular plant species of California. Under CEQA, impacts analyses are mandatory for List 1 and 2 species, but not for all List 3 and 4 species as some do not meet the definitions of the Federal Native Plant Protection Act or the CESA; however, List 3 and 4 impacts to these species are generally considered in most CEQA analyses and are recommended by CNPS. Plants that are Rank 1A, 1B, and 2 of the CNPS Inventory consist of plants that may qualify for listing, by the CDFW, as well as other state agencies (e.g., California Department of Forestry and Fire Protection). As part of the CEQA process, such species should be fully considered, as they meet the definition of threatened or endangered under the NPPA and Sections 2062 and 2067 of the California Fish and Game Code. California Rare Plant Rank 3 and 4 species are considered to be plants about which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may be eligible or may become</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>eligible for state listing, and CNPS and CDFW recommend that these species be evaluated for consideration during the preparation of CEQA documents (CNPS 2018).</p>				
<p>The California Natural Diversity Database (CNDDDB) and CNPS identified 20 sensitive plant species, and 42 sensitive wildlife species known to occur within 1-mile of the project site. A low likelihood of suitable habitat based on the General Plan FPEIR may be present onsite for the 20 sensitive plant species, and 42 sensitive wildlife species known to occur within 1-mile of the project site.</p>				
<p>The project would be in compliance with the following City of Riverside General Plan policies:</p>				
<p><b><u>Policy LU-7.4:</u></b> Continue to participate in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).</p>				
<p><b><u>Policy LU-7.2:</u></b> Design new development adjacent and in close proximity to native wildlife in a manner which protects and preserves habitat.</p>				
<p><b><u>Policy OS-5.3:</u></b> Continue to participate in the Stephen’s Kangaroo Rate conservation plan mitigation fees.</p>				
<p><b><u>Policy OS-5.3:</u></b> Continue with efforts to establish a wildlife movement corridor between Sycamore Canyon Wilderness Park.</p>				
<p>Based on the findings from the General Plan 2025 FPEIR, CNDDDB search results, CNPS search results, Soil Maps and National Wetlands Inventory (NWI) (Appendix B Biological Resources Results) the project will have a less than significant impact on direct, indirect or cumulatively on habitat modifications, species identified as a candidate, sensitive, or special status species in local or regional plans, and policies or regulations of the California Department of Fish and Game or U.S. Fish and Wildlife Service. However, the conversion of vacant land to developed may impact nesting birds. Nesting birds may occupy terrestrial habitats with low growing shrubs, bare ground, and man-made structures. Therefore, with implementation of Mitigation Measure BIO-1, the project will have a less than significant impact on nesting birds.</p>				
<p><b><u>Mitigation Measure BIO-1</u></b></p>				
<p>To avoid impacts to nesting birds and violation of State and Federal laws, February 1 to August 31 the project site and all construction-related activities associated with the project site shall be surveyed prior to pre-construction and no later than 5 days before vegetation removal, for the presence of nests by a qualified Biologist. The qualified Biologist shall submit the survey results to the County of Riverside Environmental Programs Transportation and Land Management Agency and the City of Riverside Community and Economic Development Department. If it is determined that the site contains active nests, all suitable habitats within the designated nest buffer will be demarcated with survey flagging and mapped by a hand-held global positioning system unit. The nest will be documented and revisited until the qualified Biologist determines that the nest is closed. No work may occur within the designated nest buffer until the qualified Biologist determines the nest is closed.</p>				
<p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4b. Response:</b> (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools )</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Less than Significant Impact.</b> No known wetland or riparian vegetation exists on the project site as specified by the NWI, and Riverside County Vegetation Maps (Biological Resources Results, Appendix B), General Plan 2025, and Figure 5.4-1 General Plan FPEIR. Furthermore, the project site is located within an urban area with no known native vegetation onsite and is classified as an urban interface zone where land is manipulated through clearing, mowing, and disking resulting in a mosaic or patchwork of exotic grasses, herbs, bare ground, and seral/ruderal shrubs and herbs. The surrounding area has been developed for many years, and a long history of severe disturbance provides little opportunity for riparian habitat. The concrete-lined Gage Canal lies east of the project site and has been in continual use as an irrigation and floodwater channel. The project does not propose changes to the existing concrete-lined Gage Channel or surface drainage patterns adjacent to the Gage Channel. No known riparian/riverine areas occur within the project site based on the General Plan 2025 FPEIR, and NWI. Pursuant to the City of Riverside Municipal Code Title 19 Section 230.010, a Water Course Overlay zone is established to clearly identify and designate areas of the City as floodways, stream channels, and areas subject to periodic flooding accompanying hazards. The project site is not located in a Water Course Overlay zone. Through compliance with MSHCP Section 6.1.2 and other applicable requirements, impacts to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services are found to have a <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
<p>c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4c. Response: (Source: City of Riverside GIS/CADME USGS Quad Map Layer)</b></p>				
<p><b>Less Than Significant Impact.</b> The project is adjacent to a drainage course under the jurisdiction of the USACOE. The Gage Canal is a delineated jurisdictional waterway located southeast and east of the project site. The project is located within an urbanized area where no known federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist onsite or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include any known USACOE jurisdictional drainages or wetlands. Therefore, the proposed project would have a less than significant impact to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly and cumulatively. State and Federal laws and regulations will be implemented to protect resources from development through the US Army Corps of Engineers (USACOE) Section 404 permitting process, the California Wetlands Conservation Policy (CWCO), and with applicable MSHCP policies. The project has complied with the identified State and Federal laws and regulations, the MSHCP, and the “no net wetland loss” policy.</p> <p>A project must be submitted to the Office of Planning and Research (OPR) for review when the project has a blue-line streambed. A streambed alteration permit may be required by the California Fish and Game Code, Chapter 6: Sections 1600 et seq. and a Federal 404 permit if such an a blue-line is present onsite. If a project involves more than five acres of clearing, grading and excavation, Environmental Protection Agency (EPA) regulations require permitting from the Regional Water Quality Control Board. This permit is required because sediment from the construction site can impact natural or artificial watercourses. The Federal Water Pollution Act requires discharges into navigable waters to meet the standards of the National Pollution Discharge Elimination System (NPDES). The applicant must file a Notice of Intent (NOI) and appropriate fee for construction activities with the State Water Resources Control Board. Therefore, the project would be subject to an NPDES permit. A grading plan must be approved prior to any building permits being issued and sediment from construction cannot block and/or pollute natural streambeds causing some of the flora and fauna to die. Therefore, the proposed project would have a <b>less than significant impact</b> on jurisdictional waters and wetlands directly, indirectly and cumulatively with adherence to existing regulations and code requirements.</p>				
<p>d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4d. Response: (Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage)</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><b>Less than Significant Impact.</b> The project is within an urbanized area and will not result in a barrier to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. An established open space connection as noted in Figure LU-2 Of the General Plan 2025 Land Use Element identifies that a wildlife corridor occurs directly east the project site. The proposed project would not impede the function and use of this established corridor. The project site is not located within any MSHCP Criteria Cells, Cores, or Linkages. Further, the project site is significantly degraded and does not facilitate the movement of any sensitive resident or migratory fish or wildlife species. The project site itself is not used as a migratory wildlife corridor, nor does it qualify for use as a native wildlife nursery site. The proposed project will not conflict with General Plan 2025 Policy OS-6.4, which requires the City to continue efforts to establish a wildlife movement corridor between Sycamore Canyon Wilderness Park and the Box Springs Mountain Regional Park as identified in the MSHCP and the City’s General Plan 2025. The delineated wildlife corridor directly adjacent to the project site along the Gage Channel within the zoned Railway Corridor would not be impacted. The proposed project would not establish and barriers to restrict wildlife movement through the Gage Channel or along the Wildlife corridor. The project will not result in direct, indirect or cumulative impacts to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Therefore, the project will have a less than significant impact to wildlife movement directly, indirectly and cumulatively.</p>				
<p>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4e. Response:</b> (Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual)</p>				
<p><b>Less Than Significant Impact.</b> The proposed project is subject to the MSHCP and is consistent with the General Plan 2025. The proposed project will not conflict with General Plan 2025 Policy OS-6.4, which requires the City to continue efforts to establish a wildlife movement corridor between Sycamore Canyon Wilderness Park and the Box Springs Mountain Regional Park, between Box Springs Mountain Reserve and the Santa Ana River via Springbrook Wash.</p> <p>The project is also consistent with General Plan 2025 Policy OS-6.1, which addresses preserving wildlife migration areas in general, and with Policies OS-7.3 and LU-5.6, which address wildlife movement through preservation and expansion of the Santa Ana River open space and the crossing of Alessandro Arroyo. Implementation of the proposed Project is subject to all applicable Federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. In addition, the project is required to comply with Riverside Municipal Code Section 16.72.040 establishing the MSHCP mitigation fee and Section 16.40.040 establishing the Threatened and Endangered Species Fees.</p> <p>Any project within the City of Riverside’s boundaries that proposes planting a street tree within a City right-of-way must follow the Urban Forest Tree Policy Manual. The Manual documents guidelines for the planting, pruning, preservation, and removal of all trees in City rights-of-way. The specifications in the Manual are based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute. Any future project will be in compliance with the Tree Policy Manual when planting a tree within a City right-of-way, and therefore, impacts will be less than significant.</p>				
<p>f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4f. Response:</b> (Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, and Natural Community Conservation Plan)</p>				
<p><b>Less Than Significant Impact.</b> The proposed project is consistent with the guidelines of MSHCP, including Section 6.1.4, Guidelines Pertaining to the Urban/Wildlife Interface and related policies in the General Plan 2025, including Policy LU 7.4. As well, the project is consistent with the Stephen’s Kangaroo Rat (SKR) HCP and with General Plan Policy OS-5.3.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Therefore, impacts will be <b>less than significant impact</b> directly, indirectly and cumulatively to the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.				
<b>5. CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5a. Response:</b> (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix C, Title 20 of the Riverside Municipal Code, and site-specific Cultural Resources Survey prepared by CRM Tech on August 29, 2018)				
<b>No Impact.</b> The project is located on a site where no historic resources exist as defined in Section 15064.5 of the CEQA Guidelines as verified in the Cultural Resources records search conducted on July 19, 2018 and a field visit conducted on July 27, 2018 by CRM TECH. Structures were present on the project site at one time, and at some point the structures were demolished prior to discontinuation of agricultural uses on the project site. No structural remains or historic-period artifacts were found in the southern portion of the property, where a building was present on the project site. Therefore, <b>no impacts</b> directly, indirectly and cumulatively to historical resources are expected. The proposed project does not involve restoration, rehabilitation, alteration or demolition of a historical resource as defined under Section 15064.5 (a) of the CEQA Guidelines. If any structure is unearthed, CEQA Guidelines for site and or structure/structures as well as Title 20 of the Riverside Municipal Code will be adhered to. As such, the project will have no impact directly, indirectly, and cumulatively on historical resources as defined under Section 15064.5 (a) of the CEQA Guidelines. Pursuant to this review under case number P18-0043, under this review it was found that impacts to historic resources will have <b>no impact</b> .				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5b. Response:</b> (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix C – Cultural Resources Study and site-specific Cultural Resources Survey prepared by CRM TECH on August 29, 2018)				
<b>Less Than Significant Impact with Mitigation.</b> A site survey for archeological resources was prepared by CRM Tech on August 29, 2018. The survey meets the Secretary of the Interior Standards and Guidelines and has found the following:				
There are no known archeological resources present on the site. No known cultural resources were identified on records searches for the project site. Mitigation measure MM CUL-1 will reduce impacts to archeological resources directly, indirectly and cumulatively as a result of the project to a less than significant level. Several known culturally sensitive sites do occur within one-mile of the project site. Often areas with known culturally sensitive sites within the vicinity have a higher likelihood of unearthing a previously undiscovered archeological resource. In accordance with State Law AB 52 consultation notices were sent to the appropriate tribal representatives. One tribe pursuant to AB-52 has requested consultation. Though no known archeological resources are present on the site with implementation of Mitigation Measure CUL-1 in the event an unintended discovery is made, the archeological resource would be protected. Through implementation of appropriate mitigation measure MM CUL-1 impacts to archeological resources directly, indirectly and cumulatively as a result of the project can be reduced to a less than significant level.				
<b><u>Mitigation Measure CUL-1:</u></b>				
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				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>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.</p>				
<p>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>5c. Response: (Source: General Plan 2025 Policy HP-1.3)</b></p>				
<p><b>Less than Significant.</b> The project is located in an urbanized area. New development involving grading/ground disturbance are proposed that would create a potential for disturbance of paleontological resources or site or unique geologic features. Activities including construction-related and earth-disturbing activities could damage or destroy fossils in rock units. As with archaeological resources, paleontological resources are generally considered to be historical resources, as defined in CEQA Guidelines Section 15064.5(a)(3)(D). Consequently, damage or destruction to these resources could cause a significant impact.</p>				
<p>A Cultural Resources Survey prepared by CRM TECH on August 29, 2018 has determined that the proposed project is consistent with General Plan Policy HP-1.3, which states the City shall protect sites of archeological and paleontological significance and ensure compliance with all applicable State and federal cultural resources protection and management laws in this planning and project review process. With adherence to Mitigation Measure CUL-1 the project would have a less than significant impact on paleontological resources and comply with General Plan Policy HP-1.3. Unanticipated discoveries such as paleontological resources would be protected by stopping work in the area and notification of the project Archeologist. Therefore, the project will have a <b>less than significant impact</b> directly or indirectly to a unique paleontological resource or site or unique geologic feature.</p>				
<p>d. Disturb any human remains, including those interred outdoors of formal cemeteries?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5d. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)</b></p>				
<p><b>Less Than Significant with Mitigation.</b> Where construction is proposed in undeveloped areas, disturbance on vacant lands could have the potential to disturb or destroy buried Native American human remains as well as other human remains, including those interred outdoors of formal cemeteries. Consistent with State laws protecting these remains, sites containing human remains must be identified and treated in a sensitive manner. In the event that Native American human remains are inadvertently discovered during project-related construction activities, there would be unavoidable significant adverse impacts to Native American resources, but implementation of Mitigation Measures CUL-1, CUL-2, CUL-3 and CUL-4 will reduce impacts to human remains, including those interred outside of formal cemeteries to a less than significant level.</p>				
<p><b><u>Mitigation Measure CUL-2:</u></b></p>				
<p><b>On Call Project Archaeologist:</b> Prior to the issuance of a grading permit, the Property Owner/Developer shall provide a letter from a County certified Archaeologist and Paleontologist stating that the Property Owner/Developer has retained these individuals, and that the Archaeologist and Paleontologist shall be on call during all grading and other significant ground-disturbing activities in native sediments.</p>				
<p><b><u>Mitigation Measure CUL-3:</u></b></p>				
<p><b>Treatment and Disposition of Cultural Resources:</b> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p>				
<p>1. <b>Temporary Curation and Storage:</b> 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</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. <b>Treatment and Final Disposition:</b> 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:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and 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.</li> </ul> <p>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.</p> <p><b><u>Mitigation Measure-CUL-4:</u></b></p> <p><b>Cultural Sensitivity Training:</b> 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.</p>				
<p><b>6. GEOLOGY AND SOILS.</b> Would the project:</p>				
<p>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<p>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6i. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones &amp; General Plan 2025 FPEIR Appendix D – Geotechnical Report March 6, 2018)</b></p>				
<p><b>Less than Significant Impact.</b> The existing San Jacinto Valley fault line located 4.17 miles east of the project site, mapped by Riverside County under the County’s General Plan 2025 as depicted in the Highgrove Area Plan, has experienced several earthquakes of moderate magnitude on the Richter Scale since records have been kept. The project site lies outside of any known Alquist-Priolo Earthquake Fault Zone as specified in the geo-technical investigation and report completed by NorCal Engineering on March 6, 2018. The primary seismic hazards that result are ground-shaking and the potential for ground rupture along the surface trace of the fault. Secondary seismic hazards resulting from the interaction of ground shaking with</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
existing soil and bedrock conditions include liquefaction, settlement, and landslides. Compliance with the California Building Code regulations will ensure that <b>less than significant impacts</b> related to strong seismic ground shaking will occur directly, indirectly and cumulatively.				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6iii. Response: (Source: General Plan 2025 FPEIR Appendix D – Geotechnical Report March 6, 2018)</b>				
<b>Less than Significant Impact.</b> The San Jacinto Fault Zone located in the northeastern portion of the City, or the Elsinore Fault Zone, located in the southern portion of the City’s Sphere of Influence, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. Because the proposed project will comply with California Building Code regulations, impacts associated with strong seismic ground shaking will have <b>less than significant impact</b> directly, indirectly and cumulatively.				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, and Appendix D – Geotechnical Report March 6, 2018)</b>				
<b>No Impact.</b> The project site is located in an area with very low potential for liquefaction as depicted in the General Plan 2025 Liquefaction Zones Map – Figure PS-2 and the Geo-technical Investigation completed by NorCal Engineering on March 6, 2018. Compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction would have less than significant <b>impact</b> directly, indirectly and cumulatively.				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix D – Geotechnical Report, Title 18 – Subdivision Code, Title 17 – Grading Code, and for projects over 1 acre: Storm Water Pollution Prevention Plan SWPPP, Project Geo-technical Report March 6, 2018)</b>				
<b>Less Than Significant Impact.</b> Landslides may occur from heavy rainfall, erosion, and removal of vegetation, seismic activity or other factors. Slope stability depends on many factors and their interrelationships. A geotechnical study/preliminary soils report has been prepared to determine the soil properties and specific potential for landslides based upon the proposed development. Based on the analysis provided in the Geotechnical investigation by NorCal Engineering landslides would have a low likelihood of occurrence. mixed or disked in the soils. testing using the actual equipment and grading techniques should be conducted.				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, and for projects over 1 acre: SWPPP)</b>				
<b>Less Than Significant Impact.</b> Erosion and loss of topsoil could occur as a result of the project. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, with the erosion control standards for which all development activity must comply (Grading Code (Title 17) requires the implementation of measures designed to minimize soil erosion. Compliance with State and Federal requirements as well as with Title17 will ensure that soil erosion or loss of topsoil will be <b>less than significant impact</b> directly, indirectly and cumulatively.				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><b>6c. Response:</b> (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Appendix D – Geotechnical Report)</p>				
<p><b>Less than Significant Impact.</b></p>				
<p>As identified in the Geo-technical investigation report prepared by NorCal Engineering on March 6, 2018, the project site is in an area where the possibility of unstable slope conditions could occur due to the 0-10% slope of the west portion of the project site and 10-15 % slope of the northeast portion of the project site (see Figure 5.6-1 of the General Plan 2025 Program Final PEIR). The project is not located on a geologic unit or soil that is unstable. Furthermore, the proposed project will not cause soil to become unstable, as the project does not involve development, grading activities, or structures on any geologically unstable slope or soil type. With incorporation of the recommended design measures of the geotechnical study as noted below impacts would be less than significant:</p>				
<p>The proposed grading and development shall meet all requirements of the City Building Ordinance and will not impose any adverse effect on existing adjacent land or structures.</p>				
<p>Site Inspections</p>				
<p>Site inspections shall be performed by a qualified geo-technical site inspector during all grading and construction of the development to verify the findings and recommendations of the geo-technical report. Unusual conditions which may be encountered in the course of the project development may require the need for additional study and revised recommendations.</p>				
<p>Site Grading Recommendations</p>				
<p>Any vegetation and organic/manure laden soils shall be removed and hauled from proposed grading areas prior to and during the grading operations if encountered. Existing vegetation shall not be mixed or disked in the soils. Any removed soils may be reutilized as compacted fill once any deleterious material or oversized materials in excess of eight inches is removed. Grading operations shall be performed in accordance with the attached specifications for placement of compacted fill.</p>				
<p>Removal and Recomposition Recommendations</p>				
<p>The upper existing fill soils 1 to 3 feet shall be removed to competent native materials, the exposed surface scarified to a depth of 8 inches brought to within 2 percent of optimum moisture content and compacted to a minimum of 90 percent of the laboratory standard (ASTM: D-1557-12) prior to placement of any additional compacted fill soils and pavement. The upper 12 inches of soils beneath building pad and concrete paving shall be compacted to a minimum of 95 percent. Grading shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater. Care should always be taken to provide or maintain adequate lateral support for all adjacent improvements and structures during the grading operations and construction phase. Adequate drainage away from the structures, pavement and slopes should always be provided. It is likely that isolated areas of undiscovered fill not described in this report or materials disturbed during demolition operations will be encountered on site; if found, these areas should be treated as discussed earlier. A diligent search shall also be conducted during grading operations in an effort to uncover any underground structures, irrigation or utility lines. If encountered, these structures and lines shall be either removed or property abandoned prior to the proposed construction. Abandonment procedures will be provided once underground structures are encountered. If placement of slabs-on-grade and pavement is not performed immediately upon completion of grading operations, additional testing and grading of the areas may be necessary prior to continuation of construction operations. Likewise, if adverse weather conditions occur which may damage the subgrade soils, additional assessment by the soils engineering as to the suitability of the supporting soils may be needed.</p>				
<p>Fill Blanket Recommendations</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>Due to the potential for differential settlement of structures supported on both compacted fill and medium dense native soils, it is recommended that all foundations be underlain by a uniform compacted fill blanket at least 3 feet in thickness. The fill blanket shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater.</p> <p>Building floor slabs should be underlain by a minimum of 2 feet of compacted fill soils.</p> <p>Shrinkage and Subsidence</p> <p>Results of our in-place density tests reveal that the soil shrinkage will be on the order of 10 to 12 percent due to excavation and recompaction, based upon the assumption that the fill is compacted to 92 percent of the maximum dry density per ASTM standards. Subsidence should be 0.10 feet due to earthwork operations. The volume changes do not include any allowance for vegetation or organic stripping, removal of subsurface improvement or topographic approximations.</p> <p>Although these values are only approximate, they represent our best estimate of shrinkage values which will likely occur during grading. If more accurate shrinkage and subsidence factors are needed it is recommended that field testing using the actual equipment and grading techniques should be conducted.</p> <p>Temporary Excavations and Shoring Design</p> <p>Temporary uncharged excavations less than 4 feet in height may be excavated at vertical inclinations. Excavations over 4 feet in the existing site materials may be trimmed at a 1 to 1 horizontal to vertical gradient for the entire height of the cut. In areas where soils with little or no binder are encountered, where adverse geological conditions are exposed, or where excavations are adjacent to existing structures, shoring, slot-cutting, or flatter excavations may be required. The temporary cut slope gradients given above do not preclude local raveling and sloughing. All excavations shall be made in accordance with the requirements of the soils engineer, CAL-OSHA and other public agencies having jurisdiction. Temporary shoring design may utilize an active earth pressure of 25 pcf without any surcharge due to adjacent traffic, equipment or structures. The passive fluid pressures of 250 pcf may be doubled to 500 pcf for temporary design.</p> <p>Foundation Design</p> <p>All foundations may be designed utilizing the following allowable soil bearing capacities for an embedded depth of 18 inches into approved compacted fill materials with corresponding widths. Footings shall not traverse from compacted fill materials with the corresponding widths. Footings shall not traverse from compacted fill to native soils due to the potential for differential settlement of structures. Compliance with the City's existing codes and the policies contained in the General Plan 2025 help to ensure that impacts related to geologic conditions are reduced to <b>less than significant impacts</b> level directly, indirectly and cumulatively.</p>				
<p>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6d. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix D – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)</p> <p><b>Less than Significant Impact.</b> A soils and geo-technical analysis conducted by NorCal Engineering on March 6, 2018 determined the project site contains fill soils classifying as silty sand with some clay, gravel, small cobbles, roots and minor debris at a depth of 6 inches to 3 feet. Native soils were observed at a depth of greater than 3 feet and included silty sand with some clay content. Groundwater was not detected on the project site during the geo-technical analysis and historic high groundwater in the vicinity has been recorded greater than 50 feet below grade. Results of the in-place density tests reveal that the soil shrinkage will be on the order of 10 to 12 percent due to excavation and recompacting. Subsidence is estimated</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>at 0.10 feet due to earthwork operations and would therefore indicate a low likelihood of soils with high shrink potential will be encountered (Appendix D Geo-Technical Report). The preliminary soils report indicates that the soil is not an expansive soil. Compliance with the recommendations of the soils report, and applicable provisions of the City’s Grading Code – Title 17 of the California Building Code, with regard to soil hazards related to expansive soils will be reduced to a less than significant impact for this project directly, indirectly and cumulatively. As such, the project will have <b>less than significant impact</b> resulting in substantial risks to life or property due to expansive soils either directly, indirectly or cumulatively.</p>				
<p>e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6e. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Percolation Report)</p> <p><b>No Impact.</b> The proposed project will be served by sewer infrastructure. Therefore, the project will have <b>no impact</b>.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>7. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**7a. Response: (Source: GHG Analysis prepared by Ganddini Group Inc, October 16, 2018)**

**Less Than Significant Impact.** An Air Quality, Greenhouse Gas and Health Risk Assessment was conducted by the Ganddini Group on October 16, 2018. The analysis assessed whether the project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Local plans, policies, and regulations that provide for the reduction of emissions of greenhouse gases were also reviewed. The City of Riverside has adopted the Riverside Restorative Growth print, which includes a Climate Action Plan (RRG-CAP) that 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 which incorporates statewide GHG reduction goals. As previously stated in the Air Quality Section of this initial study, the SCAQMD’s tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

The project’s emissions meet the threshold for compliance with Executive Order S-3-05, and the project’s emissions also comply with the goals of AB 32 and the City’s RRG-CAP. The project also meets the current interim emissions targets/thresholds established by SCAQMD. The project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. The post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the project will be required to comply with these regulations when they come into effect. Currently these regulations have not been implemented.

At a level of 4,061.57 MTCO2e per year, the project’s GHG emissions do not exceed the SCAQMD industrial threshold of 10,000 MTCO2E per year. The proposed project would comply with the reduction goals of the City of Riverside Draft CAP, AB-32, and SB-32 by adhering to applicable policies, goals and guidelines for GHG. AB 32 enacted in 2006 mandates that CARB develop a framework and the associated regulations to limit the GHG emissions in California to 1990 levels by the year 2020. Neither the SCAQMD nor City of Riverside have drafted a quantitative significance threshold for GHG. Several Local policies and programs have been enacted to reduce GHG emissions such as sustainable Riverside, Tree Power, and UCR IntelliShare Program. The project will comply with applicable Green Building Standards and City of Riverside’s policies regarding sustainability (Title 16 Chapter 17.07.020). The proposed project will not 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, and impacts are considered to be less than significant.

**Project-Related Greenhouse Gas Emissions**

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources <sup>2</sup>	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage <sup>3</sup>	0.00	912.05	912.05	0.02	0.01	914.59
Mobile Sources <sup>4</sup>	0.00	2,816.50	2,816.50	0.12	0.00	2,819.51
Waste <sup>5</sup>	28.83	0.00	28.83	1.70	0.00	71.44
Water <sup>6</sup>	8.40	207.42	215.83	0.87	0.02	243.87
Construction <sup>7</sup>	0.00	12.11	12.11	0.00	0.00	12.16
Total Emissions	37.24	3,948.09	3,985.33	2.71	0.03	4,061.57
SCAQMD Screening Threshold for Industrial Uses						10,000
Exceeds Threshold?						No

**Table Notes**

- (1) Source: CalEEMod Version 2016.3.2
- (2) Area source consist of GHG emissions from consumer products, architectural coating, and landscape equipment.
- (3) Energy usage consist of GHG emissions from electricity and natural gas usage.
- (4) Mobile sources consist of GHG emissions from vehicles.
- (5) Solid waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.
- (6) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

The Results of the Climate Change Analysis indicate that the proposed project will result in a net increase of 4,061.57 metric tons per year of CO<sub>2</sub>eq. The City of Riverside has not adopted a threshold of significance for GHG emissions. The project will not interfere with the state’s goals of reducing GHG emissions to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Thus, a **less than significant impact** is expected directly, indirectly and cumulatively.

**Emissions Sources by Construction Year**

Emission Source	Emissions (Metric Tons Co <sub>2</sub> e/Year)
Construction 2019	12.16
<b>Total</b>	
Annualized Over Project Lifetime	4,061.57

**Operation Emissions:**

The project site is currently designated as Business/Office Park (B/OP) on the Land Use Policy Map in the General Plan. The proposed project is a light industrial land use. The proposed project is consistent with the current land use designation in the City’s General Plan. Business/Office Park land uses can include research/development and related flexible space, laboratories, office, support commercial, and light industrial uses. The project would result in direct annual emissions of greenhouse gases at buildout. The following table lists the estimated greenhouse gas emissions associated with construction of the project. Direct emissions of CO<sub>2</sub> emitted from operation of the project are primarily due to natural gas consumption and mobile source emissions (e.g. motor vehicles). The project would also result in indirect greenhouse emissions due to the electricity demands, wastewater treatment needs and solid waste handling. The following table lists estimated greenhouse gas emissions associated with operation of the project.

**Operational Emissions Sources**

Operational Emissions Source	GHG Emissions (MTCO <sub>2</sub> e/year) *
Operational (Mobile) Sources	0.01
Area Sources	0.01
Electrical Consumption	912.05
Solid Waste Generation	28.83
Water Supply	215.83
Wastewater Generation	28.83
<b>Total</b>	
*MT=Metric Tons	3,985.33

**Determining Significance**

Constituent gases of the Earth’s atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth’s radiation amount by trapping infrared radiation emitted from the Earth’s surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth’s natural climate, known as global warming or climate change.

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.</p> <p>Transportation is responsible for 41 percent of the State’s greenhouse gas emissions, followed by electricity generation. Emissions of CO2 and nitrous oxide (NOx) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO2, where CO2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.</p> <p>Project-related GHG emissions do not exceed the SCAQMD threshold of 10,000 MTCO2e per year for industrial uses, as the proposed use would be an industrial use the above threshold would be applicable. Therefore, GHG emissions are considered to be less than significant. Furthermore, as the project's GHG emissions do not exceed the SCAQMD threshold (based on EO S 305), the project would not conflict with the goals of SB 32 and the City of Riverside’s RRG-CAP; therefore, the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and impacts are considered to be less than significant.</p>				
<p>b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**7b. Response: (Source: Hunter Business Park Specific Plan, GHG Analysis prepared by Ganddini Group Inc, October 16, 2018)**

**Less Than Significant Impact.** The SCAQMD supports State, Federal and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules and has established an interim Greenhouse Gas (GHG) threshold. As indicated in Question A, above, the project would comply with the City's General Plan policies and State Building Code provisions designed to reduce GHG emissions. In addition, the project would comply with all SCAQMD applicable rules and regulations during construction and, as demonstrated in the Climate Change Analysis, will not interfere with the State's goals of reducing GHG emission to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. The City adopted its Riverside Restorative Growth print (RRG) Economic Prosperity Action Plan (RRG-EPAP) and Climate Action Plan (RRG-CAP) in January 2016. The City of Riverside is a participant in the Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan (CAP) project, whereby Riverside and 11 additional local jurisdictions prepared baseline inventories to quantify GHG emissions from community contributors and government operations. 2010 was chosen as the inventory base year for 10 of the 12 participating jurisdictions within the WRCOG subregion, including the City of Riverside. The local Riverside Climate Action Plan (CAP), while consistent with the WRCOG subregional CAP, is customized to meet the specific needs of the City and designed to be integrated with the many planning projects that are currently underway in the City. In order to show a more comprehensive and locally-focused picture of the City's emissions profile, 2007 is used as the baseline emissions year for the local CAP. Selecting 2007 as the baseline year recognizes important accomplishments the City has already taken to reduce community-wide GHG emissions, most notably the shift from coal-generated electricity to renewable sources, and it ensures that those accomplishments are accounted for in assessing progress toward future goals. In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012. In addition, the City of Riverside General Plan Air Quality Element outlines species objectives related to GHG.

**City of Riverside General Plan**

The Air Quality Element of the City of Riverside General Plan includes the following objectives:

Objective AQ-1: Adopt land use policies that site polluting facilities away from sensitive receptors and vice versa; improve job-housing balance; reduce vehicle miles traveled and length of work trips; and improve the flow of traffic.

- Objective AQ-2: Reduce air pollution by reducing emissions from mobile sources.
- Objective AQ-3: Prevent and reduce pollution from stationary sources, including point sources (such as power plants and refinery boilers) and area sources (including small emission sources such as residential water heaters and architectural coatings).
- Objective AQ-4: Reduce particulate matter, as defined by the Environmental Protection Agency (EPA), as either airborne photochemical precipitates or windborne dust.
- Objective AQ-5: Increase energy efficiency and conservation in an effort to reduce air pollution.
- Objective AQ-6: Develop a public education program committed to educating the general public on the issues of air pollution and mitigation measures that can be undertaken by businesses and residents to improve air quality.
- Objective AQ-7: Support a regional approach to improving air quality through multi-jurisdictional cooperation.
- Objective AQ-8: Make sustainability and global warming education a priority for the City's effort to protect public health and achieve state and federal clean air standards.

The proposed project would be consistent with the Air Quality Element of the City of Riverside General Plan objectives AQ-1-AQ-8 through compliance with the WRCOG CAP. At a level of 4,061.57 MTCO<sub>2</sub>e per year, the project's GHG emissions do not exceed the SCAQMD industrial threshold of 10,000 MTCO<sub>2</sub>e per year and is in compliance with the reduction goals of the City of Riverside Draft CAP, and AB-32. Furthermore, the project will comply with applicable Green Building Standards and City of Riverside's policies regarding sustainability. Therefore as the project's emissions meet the threshold for compliance with Executive Order S-3-05, the project's emissions also comply with the goals of AB 32 and the City of Riverside Draft CAP. Based upon the prepared Climate Change Analysis for this project and the discussion above, the project will not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GHG and thus a **less than significant impact** will occur directly, indirectly and cumulatively in this regard.

<b>8. HAZARDS &amp; HAZARDOUS MATERIALS.</b>				
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<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8a. Response:</b> (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)</p>				
<p><b>Less than Significant Impact.</b> The proposed project does not involve the transport, use, or disposal of any hazardous material because the use is a light industrial building and does include the transportation of the following hazardous materials. The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations and implemented by Title 13 of the CCR. The project would be required to comply with all applicable Federal and State laws and submit a business plan to the City of Riverside’s Fire Department. The proposed project does not include any transportation or storage of hazardous waste and storage of hazardous materials onsite would be stored in compliance with all applicable regulations. Therefore, potential to create a hazard to the public or environment through the routine transportation, use and disposal of construction related hazardous materials as the project would include the delivery and disposal of hazardous materials such as fuels, oils, solvents, and other materials. However, these materials are typical of materials delivered to construction sites and with proper handling procedures would not pose a significant threat to safety of the adjacent land uses or residential properties. The future use of the site would typically include the storage and use of hazardous materials such as fuels, oils, solvents, pesticides, electronic waste, and other materials. All hazardous materials would be required to comply with Federal and State requirements for storage. Use of common hazardous materials and their disposal does not pose a substantial health risk to the community. These materials would be stored onsite in accordance with the City of Riverside building, fire and safety code requirements, therefore storage of widely used hazardous materials or waste would not pose a significant threat to the public. Oversight by the appropriate Federal, State, and local agencies, and compliance by the new development with applicable regulations related to the handling, storage and disposal of hazardous materials will cause the project to have a <b>less than significant impact</b> directly, indirectly and cumulatively. Therefore, there would be less than significant impact directly, indirectly and cumulatively to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8b. Response:</b> (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan and Project Specific - Business Plan)</p>				
<p><b>Less Than Significant Impact.</b> The project may involve the limited 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 <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8c. Response:</b> (Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code and</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Project Specific - Business Plan, AQMP CalEEMod Model, and Health Risk Assessment prepared by Ganddini Group, Inc. on October 16, 2018 )</i>				
<p><b>Less Than Significant Impact.</b> University Heights Middle School is located 65 feet southwest of the project site and is considered a sensitive receptor. The proposed project would have a less than significant impact on sensitive transportation of hazardous materials as all businesses that handle or have onsite transportation of hazardous materials are required to comply with the provisions of the City of Riverside’s Fire Code and any additional regulations as required in the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. The project will not involve the substantial use or handling of hazardous or acutely hazardous materials or waste. Furthermore, hazardous materials and or waste generated from the proposed project would be subject to all applicable safety regulations and would not pose a health risk to nearby existing schools.</p> <p>According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. Operation of the proposed project would generate toxic air contaminant emissions from diesel truck emissions created by ongoing operations of the proposed project. Long-term exposure to diesel particulate matter may occur as a result of the proposed project. The Health Risk Assessment (Appendix A) performed by Ganddini Group, Inc, identified the cumulative carcinogenic health risk as:</p> <p>(3<sup>rd</sup> trimester [0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the project, and located in the project vicinity for the entire 30-year duration, is a maximum of 3.86 in a million,</p> <p>Therefore, as the cumulative carcinogenic health risk does not exceed SCAQMD’s maximum incremental cancer risk threshold of 10 in a million, the on-going operations of the proposed project would create a less than significant impact from diesel emissions created by the proposed project. Therefore, the proposed project would not exceed the thresholds for cancer-related health risk to sensitive receptors.</p> <p>As described in the Health Risk Assessment prepared by Ganddini Group, Inc. asbestos is listed as a TAC by the ARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Riverside County. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located in Santa Barbara County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.</p> <p>Although the University Heights Middle School is located 65 feet southwest of the project site, long-term exposure to TAC would be a less than significant impact. Through compliance with existing Federal and State regulations exposed to hazardous materials and or waste generated materials by the project site would be a <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>8d. Response:</b> (Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites)</p> <p><b>No Impact.</b> A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have <b>no impact</b> to creating any significant hazard to the public or environment directly, indirectly or cumulatively.</p>				
<p>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8e. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), March Air Reserve Base Draft Environmental Impact Report prepared in August 2014, Air Installation Compatible Use Zone Study for March Air Reserve Base)</p> <p><b>Less than Significant Impact.</b> The Riverside County Airport Land Use Compatibility Plan designates zones of airport influences for 13 airports in Riverside County. The nearest airport is the Riverside Municipal Airport 5.92 miles west of the project site, and the Flabob Airport is located 4.4 miles west of the project site. The project site is not located in any compatibility zones for the Riverside Municipal Airport or Flabob Airport as noted in Figure PS-6 of the City of Riverside General Plan Airport Land Use Compatibility Zones and Influence Areas map. The project site is located 6.61 miles northeast of March Air Reserve Base within the Zone E of the March Air Reserve Base/March Inland Port Land Use Compatibility Plan. Zone E is categorized as such due to periodic flights overhead. As noted in Figure 2-2 of the March Air Reserve Base Draft Environmental Impact Report prepared in August 2014, compatibility zones east of March Air Reserve Base are not as extensive due to high terrain to the north and east which generally restricts overflights of this area, and thus airport land use compatibility is less of a concern. The project site is directly east of the Box Spring Mountain Range thus this situation of less concern would be applicable to the project site. The project site is located 8.17 miles southwest of the San Bernardino International Airport and is not located in a compatibility area of concern for the airport. Therefore the project will have a less than significant impact resulting in a safety hazard for people residing or working in the project area directly, indirectly or cumulatively.</p>				
<p>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</p> <p><b>No Impact.</b> Because the proposed project is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to safety hazards related to airstrip operations. Therefore, the project would have <b>no impact</b> directly, indirectly or cumulatively.</p>				
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8g. Response:</b> (Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</p> <p><b>No Impact.</b> The project will not result in physical alterations to the project site that would impair implementation or physically interfere with an adopted emergency plan. Fire and safety plans for the Hunter Business Park Specific Plan have already included the planned development of the project site. Therefore, <b>no impact</b>, either directly, indirectly or cumulatively to an emergency response or evacuation plan will occur.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8h. Response:</b> (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside’s EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)</p> <p><b>No Impact.</b> The proposed project is located in an urbanized area where no wildlands exist, and the property is located 0.39 miles west of a Very High Fire Severity Zone (VHFSZ); therefore, with adherence to the City of Riverside building and safety code requirements a <b>less than significant impact</b> regarding wildland fires either directly, indirectly or cumulatively from this project will occur.</p>				
<p><b>9. HYDROLOGY AND WATER QUALITY.</b> Would the project:</p>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9a. Response:</b> (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Project Specific Hydrology Study and/or Water Quality Management Plan prepared by Douglas L. Goodman on August 15, 2018)</p> <p><b>Less than Significant Impact.</b> The proposed project is located within the Santa River Watershed (see GP 2025 FPEIR Figure 5.8-1). The project will not directly or indirectly result in physical alterations to the project site (i.e. grading, ground disturbance, structure or paving) that would affect water quality or be affected by water quality standards or waste discharge requirements. The project involves the creation of a warehouse building located on a vacant parcel of land with no known water resources features located onsite. A Geo-technical Investigation completed by NorCal Engineering determined that groundwater was not encountered on any of the test excavations and historic high groundwater was not encountered greater than 50 feet below grade, based upon nearby groundwater monitoring well data. During the construction phase, a final approved WQMP will be required for the project, as well as coverage under the State’s General Permit for Construction Activities, administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. Given compliance with all applicable local, state, and federal laws regulating surface water quality and the fact that the project will result in a net increase of surface water runoff but will have onsite filtration, the proposed project as designed is anticipated to result in a <b>less than significant impact</b> directly, indirectly or cumulatively to any water quality standards or waste discharge.</p>				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9b. Response:</b> (Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU Map of Water Supply Basins, RPU Urban Water Management Plan, WMWD Urban Water Management Plan and projects of Statewide, Regional or Areawide Significance: Water Supply Assessment prepared by Goodman &amp; Associates on August 15, 2018)</p> <p><b>No Impact.</b> The proposed project is located within the Santa Ana River Water supply Basin. The project will not use well water, nor will it affect a groundwater recharge area and will therefore not directly or indirectly deplete groundwater supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. None of the physical alterations to the project site (i.e. grading, ground disturbance, structures or paving) are proposed that would affect the local groundwater table because the project involves construction of</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a tilt-up warehouse with no residential or commercial uses planned and no groundwater usage. Therefore, the project will have <b>no impact</b> directly, indirectly or cumulatively to groundwater supplies.				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9c. Response:</b> (Source: <i>Preliminary grading plan, and Water Supply Assessment prepared by Goodman &amp; Associates on August 15, 2018, Stormwater Pollution Prevention Plan, and Water Quality Management Plan</i>)</p>				
<p><b>Less Than Significant Impact.</b> The project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) for the prevention of runoff during construction. Erosion, siltation and other possible pollutants associated with long-term implementation of projects are addressed as part of the Water Quality Management Plan (WQMP) and grading permit process. Further, the drainage patterns on the site such as the surface water drainage flows to existing storm drains will remain. Therefore, the project will have a <b>less than significant impact</b> directly, indirectly or cumulatively to existing drainage patterns.</p>				
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9d. Response:</b> (Source: <i>Preliminary grading plan, and Project Specific – Water Supply Assessment prepared by Goodman &amp; Associates on August 15, 2018, Stormwater Pollution Prevention Plan, and Water Quality Management Plan</i>)</p>				
<p><b>Less than Significant Impact.</b> The project will not directly result in any activity or physical alteration of the site or surrounding area, (i.e. through grading, ground disturbance, structures or additional paving) that would alter the existing drainage pattern of the site. The proposed project would widen Spruce Street and Rustin Avenue and install off-site curb, gutter, and sidewalk that would potentially impact the drainage and runoff of the site. No alterations to a stream or river or increase the rate or amount of surface runoff that would result in flooding on- or off-site is proposed. The project consists of construction of a concrete tilt-up industrial building and parking area. The project design incorporates surface water drainage patterns that collect storm water runoff to collection basins, which are designed to hold a capacity of a 100-year flood. All applicable Best Management Practices will be employed to prevent onsite flooding in the event of a storm event. Therefore, no flooding on or off-site as a result of the project will occur and there will be <b>less than significant impact</b> directly, indirectly or cumulatively that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9e. Response:</b> (Source: <i>Preliminary Grading Plan, and Water Supply Assessment prepared by Goodman &amp; Associates on August 15, 2018, Stormwater Pollution Prevention Plan, and Water Quality Management Plan</i>)</p>				
<p><b>Less Than Significant Impact.</b> Within the scope of the project is the installation of a storm water drainage system, specifically as described within the project description portion of this project. As the storm water drainage system will be installed concurrently with the construction of this project, the storm water drainage system will be adequately sized to accommodate the drainage created by this project. The project is expected to generate the following pollutants: sediment/turbidity, nutrients, trash and debris, oxygen demanding substances, bacteria and viruses, oil &amp; grease, and pesticides. These expected pollutants will be treated through the incorporation of the site design, source control and treatment control measures specified in the project specific Water Quality Management Plan (WQMP). Therefore, as expected pollutants will be addressed through the project site design, source control, and treatment controls already integrated into the project design, and the project will not create or contribute runoff water exceeding capacity of existing or planned stormwater</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
drainage systems or provide substantial additional sources of polluted runoff. Project impacts will be a <b>less than significant impact</b> directly, indirectly or cumulatively.				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>9f. Response:</b> (Source: Water Supply Assessment prepared by Goodman & Associates on August 15, 2018– Stormwater Pollution Prevention Plan, and Water Quality Management Plan)				
<b>Less Than Significant Impact.</b> A Preliminary Project-Specific Water Quality Management Plan (P-WQMP) consistent with City of Riverside and SARWQCB requirements has been prepared for the project. The P-WQMP identified pathogens as the pollutant of concern. As such, appropriate site design, source control and treatment control best management practices were incorporated into the project design to fully address pathogens and other potential and expected pollutants generally associated with a residential land use, such as trash and debris, oil, etc. As the project has been reviewed by the Public Works Department and appropriate best management practices have been incorporated into the project design, a <b>less than significant impact</b> to degrading water quality will occur directly, indirectly and cumulatively. The proposed development will increase the amount of impervious surface area in the City. This impervious area includes paved parking areas, sidewalks, roadways, and building rooftops; all sources of runoff that may carry pollutants and therefore has the potential to degrade water quality. This development has been required to prepare preliminary BMP's that have been reviewed and approved by Public Works. Final BMP's will be required prior to grading permit issuance. The purpose of this requirement is to insure treatment BMP's are installed/constructed as part of the project so that the pollutants generated by the project will be treated in perpetuity. Therefore, impacts related to degrading water quality are <b>less than significant</b> directly, indirectly and cumulatively.				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>9g. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps Enter zone and panel number) edit as necessary				
<b>No Impact.</b> A review of National Flood Insurance Rate Map (Map Number 06065C0727G Effective Date August 28, 2018) and Figure 5.8-2 – Flood Hazard Areas of the General Plan Program FPEIR, shows that the project is not located within or near a 100-year flood hazard area. Further, the project does not involve the construction of housing. There will be <b>no impact</b> caused by this project directly, indirectly or cumulatively as it will not place housing within a 100-year flood hazard area.				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>9h. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps Enter zone and panel number)				
<b>No Impact.</b> The project site is not located within or near a 100-year flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0726G Effective Date August 28, 2008). Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and <b>no impact</b> will occur directly, indirectly or cumulatively.				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>9i. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps Enter zone and panel number)				
<b>No Impact.</b> The project site is not located within or near a flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0726G Effective Date August 28, 2008) or subject to dam inundation as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. Therefore, the project will not place a structure within a flood hazard or dam inundation area that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and therefore <b>no impact</b> directly, indirectly or cumulatively will occur.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9j. Response:</b> (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)</p> <p><b>No Impact.</b> Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, <b>no impacts</b> due to tsunamis will occur directly, indirectly or cumulatively. The proposed project site and its surroundings have generally flat topography and is within an urbanized area within proximity to the Box Springs Mountain Area; however, the project site’s relative distance from existing hillsides would lower the likelihood of mudflow. The project consists of development of an industrial building within an urbanized area. The proposed project will result in direct physical alterations to the project site through grading, ground disturbance, structures and paving. The site design does not substantially alter the existing topography. Therefore, <b>no impact</b> potential for seiche or mudflow exists either directly, indirectly or cumulatively.</p>				
<p><b>10. LAND USE AND PLANNING:</b></p> <p>Would the project:</p>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10a. Response:</b> (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan City of Riverside GIS/CADME map layers)</p> <p><b>Less Than Significant Impact.</b> The proposed project has been designed to be consistent with and to fit into the pattern of development of the surrounding area providing adequate access, circulation and connectivity consistent with the General Plan 2025, and in compliance with the requirements of the Zoning and Subdivision Codes. The project is an infill project currently served by fully 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. Further, the project is consistent with the General Plan 2025, the Zoning Code, the Subdivision Code and the Citywide Design and Sign Guidelines. Therefore, the project impacts related to the physical division of an established community are <b>less than significant</b>.</p>				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10b. Response:</b> (Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, enter appropriate Specific Plan if one, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</p> <p><b>Less than Significant Impact.</b> The project is an infill project consistent with the General Plan 2025 and the Hunter Business Park Specific Plan. It is not located within other plan areas and it is not a project of Statewide, Regional or Areawide Significance. Further, the project is consistent with the General Plan 2025, the Zoning Code, the Subdivision Code and the Citywide Design and Sign Guidelines. For these reasons, this project will have <b>less than significant impact</b> on an applicable land use plan, policy or regulation directly, indirectly or cumulatively.</p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10c. Response:</b> (Source: General Plan 2025, General Plan 2025 – Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, enter appropriate Specific Plan if one, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</p> <p><b>Less than Significant Impact.</b> The project is an infill project within the Hunter Business Park Specific Plan and MSHCP plan area. The project does not conflict with the MSHCP plan area and the project site is not located within a MSHCP criteria</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
cell. The project would not be subject to any other plan area. For these reasons, this project will have <b>less than significant impact</b> on an applicable habitat conservation plan or natural community conservation plan directly, indirectly or cumulatively.				
<b>11. MINERAL RESOURCES.</b>				
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11a. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</b>				
<b>No Impact.</b> The project does not involve extraction of mineral resources. The project site is located in Mineral Resource Zone MRZ-3, which indicates that the area contains known or inferred mineral occurrences of undetermined mineral resource significance. However, non-mineral resources have been identified on the project site, and there is no historical use of the site or surrounding area for mineral extraction purposes. The geo-technical investigation did not identify deposits of minerals on the project site at any of the eleven subsurface exploratory excavation locations. The project site is not, nor is it adjacent to, a locally important mineral resource recovery site delineated in the General Plan 2025, specific plan or other land use plan. Therefore, the project will have <b>no impact</b> on mineral resources directly, indirectly or cumulatively.				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11b. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</b>				
<b>No Impact.</b> The GP 2025 FPEIR determined that there are no specific areas with the City or the City Sphere Area which have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract state-designated resources. The proposed project is consistent with the General Plan 2025. Therefore, there is <b>no impact</b> .				
<b>12. NOISE.</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>12a. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and 1049 Spruce Street Project Noise Impact Analysis prepared by Ganddini Group, Inc. January 14, 2019)</b>				
<b>Less than Significant with Mitigation Incorporated.</b> The project site is bordered by Rustin Avenue on the west, Spruce Street on the south and a Southern California Regional Rail Authority/Burlington Northern Santé Fe rail line borders the site to the east. Spruce Street is designated as an 88-foot four-lane arterial in the City’s General Plan Circulation Element and Rustin Avenue is designated as a 66-foot Collector. According to the City of Riverside’s Traffic Impact Analysis Preparation Guide (City of Riverside 2016), an arterial is expected to generate up to 16,200 average daily trips and a collector is expected to generate up to 11,200 average daily trips at Level of Service C, which is considered to be the noisiest condition. Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in extreme circumstances, hearing impairment. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3-dBA decrease. Roadway noise impacts would be considered significant if the project increases noise levels at a noise sensitive land use by 3 CNEL and if: (1) the existing noise levels already exceed the City’s				

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

land use compatibility standard for "normally acceptable," or (2) the project increases noise levels from below the standard to above the standard. Short term noise measurements were taken at five locations. The results can be found below.

**Short-Term Noise Measurement Summary (dBA)**

Site Location	Time Started	Leq	Lmax	L (2)	L (8)	L (25)	L (50)
1	2:31 PM	66.2	81.9	73.9	70.2	66.9	63.1
2	2:57 PM	52.0	64.7	59.9	56.3	51.3	40.4
3	10:24 PM	69.7	93.9	75.5	66.5	59.5	54.4
4	10:49 PM	49.6	68.2	56.1	51.4	47.3	45.8
5	3:23 PM	68.0	82.9	75.2	72.8	68.8	63.9

**Construction**

Construction operations generally include a wide range of activities that can generate groundborne vibration. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, or the differential settlement of pavement all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions. The City of Riverside exempts construction noise from the general noise standards presented in Municipal Code Section 7.35.020 with obtainment of a permit and provided that construction activities do not occur between 7:00 PM and 7:00 AM on weekdays between the hours of 5:00 PM and 8:00 AM on Saturdays, or at any time on Sunday or a federal holiday.

Short-term construction noise would impact the existing single-family detached residential dwelling units located east, the multi-family attached residential dwelling units located to the south, and the commercial/office land uses located to the north and west of the project site. Short-term noise impacts are associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. The City of Riverside exempts construction noise from the general noise standards presented in Municipal Code 7.35.020 provided a permit has been obtained from the City as required and provided said activities do not place between the hours of 7:00 PM and 7:00 AM on weekdays between the hours of 5:00 PM and 8:00 AM on Saturdays, or at any time on Sunday or a federal holiday. Construction is anticipated to occur during the permissible hours according to the City of Riverside Ordinance. Vehicles associated with the development are proposed to access the project site via Spruce Street and Rustin Avenue during construction. Construction measures to reduce noise impacts would include requiring construction contractors to equip all construction equipment fixed or mobile with properly operating and maintained mufflers consistent with manufacturer standards during all project site excavation and grading onsite. The stationary construction equipment shall be placed in a manner that is directed away from the noise sensitive receptors nearest the project site, equipment shall be shut off and not left to idle when not in use, the contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and sensitive receptors nearest the project site during all project construction, jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors. Therefore, with adherence to Mitigation Measure NOI-1, construction noise impacts would be less than significant.

**Mitigation Measure NOI-1:**

In addition to adherence to the City of Riverside’s policies found in the Noise Element and Municipal Code limiting the construction hours of operation, the following measures will further reduce construction noise emanating from the proposed project:

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>1. During all project site excavation and grading on site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.</p> <p>2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.</p> <p>3. Equipment shall be shut off and not left to idle when not in use.</p> <p>4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction related noise sources and sensitive receptors nearest the project site during all project construction.</p> <p>5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors.</p>				
<p><b><u>Operation</u></b></p>				
<p>Operational noise is not expected to exceed the City daytime exterior noise standard for residential land uses of 55 DBA. Operational noise or nighttime exterior noise standard for residential land use of 45 DBA at residential land uses located east of the project site. Activities associated with loading/unloading and hitching/unhitching of trailers may reach up to 85 dBA (Lmax) at a distance of 3 feet. Assuming an instantaneous noise event occurred at the edge at the proposed loading/unloading area (closest likely area to the existing residential uses) or at the edge of the truck parking (closest likely area to the commercial/office land uses), it would attenuate to approximately 41 and 45 dBA Leq at the nearest residential land uses east of the project site and to 44 and 45 dBA Leq at the nearest office/commercial land uses. Project operations are not expected to violate maximum (Lmax) noise level standards. The project operational noise is not expected to result in a substantial increase in noise levels at office/commercial land uses with mitigation incorporated. Therefore, the project will have <b>less than significant impact with Mitigation incorporated</b> on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively.</p>				
<p>b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>12b. Response:</b> (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours (delete figures that do not apply to your project), FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G –and 1049 Spruce Street Project Noise Impact Analysis prepared by Ganddini Group, Inc. January 14, 2019)</p>				
<p><b>Less Than Significant Impact with Mitigation Incorporated.</b> Construction related activities, although short term, are the most common source of groundborne noise and vibration that could affect occupants of neighboring uses. While intermittent, train vibration is also a significant source of groundborne noise and vibration. Since this project is located next to railroad tracks which are a source for noise generation and the project will involve short term construction activities, an acoustical analysis was prepared by Ganddini and Associates on January 14, 2019. The acoustical analysis has assessed the potential for noise and ground-borne vibration impacts related to noise land use compatibility, construction-related noise per GP 2025 FPEIR, Table 5.11-G, Vibration Source Levels for Construction Equipment, onsite stationary noise sources, and vehicular-related noise. Construction operations generally include a wide range of activities that can generate groundborne vibration. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, or the differential settlement of pavement all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions. A worst case construction noise scenario was modeled using a version of the Federal Highway Administration’s Roadway Construction Noise Model (RCNM). RCNM utilizes standard noise emission levels for many different types of equipment and includes utilization percentage, impact, and shielding parameters. SoundPLAN acoustical modeling software was utilized to model project</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>operational worst-case stationary noise impacts from the proposed project to nearby sensitive uses (e.g., residences). The SoundPLAN model was utilized to model a noisiest hour operational noise scenario to include loading/unloading and parking lot movements and related sounds. Noise associated with parking lots and loading/unloading areas include, but are not limited to idling cars/trucks, trucks diesel engines, exhaust systems, trailer coupling, air brakes, warning signal, doors closing, and starting engine noise. Instantaneous noise levels associated with loading/unloading can range between 65-80 dBA. The average Leq associated with loading/unloading areas is 70 dBA at a distance of 50 feet. The parking lots were modeled based on the number of spaces, type (car or truck) and peak hour trip generation. The location of the rooftop HVAC equipment was estimated and modeled as point sources placed on-top of the structure's roof. No rooftop parapets or shielding was modeled; however, this represents a conservative analysis as roof parapets and equipment screens are requirements of the Zoning Code. A representative sound power level of 86.1 dB (York RTU 150 [12.5]) was utilized for modeling purposes. Per the Traffic Impact Analysis prepared for the project, the proposed development is projected to generate approximately 293 daily trips with 21 car trips and 7 truck trips expected to occur during the evening peak hour.</p> <p>The acoustical analysis found the project to be in compliance with the City's noise standards and found impacts related to groundborne vibration and groundborne noise levels as a result of the project to be <b>less than significant</b> directly, indirectly and cumulatively based on the following findings: Construction equipment is anticipated to be located at least 25 feet or more from any existing sensitive receptor. By located construction equipment at least 25 feet or more from any existing receptors, noise levels would result in a decrease in construction noise impacts to sensitive receptors. Temporary vibration levels associated with project construction would be less than significant. Mitigation measures to reduce potential impacts are incorporated. The proposed project does not involve uses or activities that would result in any exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Therefore, the project will have a <b>less than significant impact with mitigation incorporated NO-1</b> on the exposure of persons to the generation of excessive groundborne vibration or groundborne noise levels either directly, indirectly or cumulatively.</p>				
<p>c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12c. Response:</b> (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, (delete figures that do not apply to your project) FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Acoustical Analysis prepared by (Ganddini Group, Inc. on January 14, 2019)</p>				
<p><b>Less Than Significant Impact.</b> Per the GP 2025 FPEIR, the term “substantial”, as used in this threshold, is not defined in most environmental compliance guidelines. Noise analysis methodology is accurate only to the nearest whole decibel and most people only notice a change in the noise environment when the difference in noise levels are around 3 dB CNEL. An increase or decrease in noise level of at least 5 dBA is required before any noticeable change in community response would be expected. Therefore, a clearly perceptible increase (+5 dB) in noise exposure of sensitive receptors could be considered significant. To determine whether the proposed project would result in a permanent increase in ambient noise levels, a noise study was prepared by Ganddini Group, Inc. (Appendix G). Short-term noise measurements were taken at five locations as shown in Exhibit 7 (Noise Location Map) below. Roadway noise impacts would be considered significant if the project increases noise levels beyond the City's land use compatibility standard for normally acceptable levels of noise. Project operations including noise from loading and unloading activities may produce noise levels which disturb the peace of residential uses. Typical levels associated with the site grading phase of construction will produce the highest sustained construction noise. A SoundPLAN model was utilized to model noises hour operational noise scenario which includes loading/unloading and parking lot movements and related sounds. The noise study concludes that operational noise levels at office/commercial land uses is expected to range between 44 and 55 dBA Leq and would not exceed the City's daytime and nighttime exterior noise standard for office/commercial land uses of 65 dBA Leq. The future peak hour operational noise levels at nearby sensitive receptors is expected to range between 41 and 45 dBA Leq at residential land uses and between 44 and 55 dBA. Noise in the project vicinity will increase by less than 5 dBA. Therefore, the permanent increase in ambient noise levels as a result of the project is less than +5 dB (perceptible increase); thus, impacts related to a permanent increase in ambient noise levels will be <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>12d. Response:</b> (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions Report and Acoustical Analysis prepared by Ganddini Group, Inc. on January 14, 2019)</p> <p><b>Less Than Significant Impact with Mitigation.</b> The primary source of temporary or periodic noise associated with the proposed project is from construction activity and maintenance work. Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines, truck deliveries and hauling. Both the General Plan 2025 and Municipal Code Title 7 (Noise Code) limit construction activities to specific times and days of the week and during those specified times, construction activity is subject to the noise standards provided in the Title 7. Construction noise will result in a temporary or periodic increase in the ambient noise levels above the existing within the project vicinity. With implementation of Mitigation Measure NOI-1 as described in Section 12.a impacts would be reduced to less than significant levels. Construction equipment noise will be reduced with adherence by turning off equipment when not in use, directing equipment away from sensitive receptors and equipping construction equipment with noise mufflers. Considering the short-term nature of construction and the provisions of the Noise Code, the temporary and periodic increase in noise levels due to the construction which may result from the project are considered <b>less than significant with Mitigation Measure NOI-1incorporated</b> directly, indirectly and cumulatively.</p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12e. Response:</b> (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contour, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP, March Air Reserve Base/March inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005) Acoustical Analysis prepared by Ganddini Group, Inc. on January 14, 2019)</p> <p><b>Less than Significant Impact.</b> The proposed project is located in Zone E of the MARB/MIP LUCP. The nearest airport is more than 5 miles from the project site. As such the proposed project will have a <b>less than significant impact</b> on people residing or working in the project area to excessive noise levels either directly, indirectly or cumulatively.</p>				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>12f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)</p> <p><b>No Impact.</b> Per the GP 2025 Program FPEIR, there are no private airstrips within the City that would expose people working or residing in the City to excessive noise levels. Because the proposed project is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the project area to excessive noise levels related to a private airstrip and would have <b>no impact</b> directly, indirectly or cumulatively.</p>				

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**Legend**  
 ⊗ = Noise Measurement Location

### Exhibit 7 Noise Measurement Location Map

1049 spruce Street  
 City of Riverside, California

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<b>13. POPULATION AND HOUSING.</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>13a. Response:</b> (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP and RTP)</p> <p><b>Less Than Significant Impact.</b> The project involves the construction of a new concrete tilt-up industrial building that may increase job growth. The General Plan 2025 Final PEIR determined that Citywide, future development anticipated under the General Plan 2025 Typical Growth scenario would not have significant population growth impacts. Because the proposed project is consistent with the General Plan 2025 Typical Growth scenario and population growth impacts were previously evaluated in the GP 2025 FPEIR, the project does not result in new impacts beyond those previously evaluated in the GP 2025 FPEIR. Therefore, the impacts will be <b>less than significant impact</b> both directly and indirectly.</p>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13b. Response:</b> (Source: CADME Land Use 2003 Layer, photos from site visit, aerial imaging)</p> <p><b>No Impact.</b> The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is vacant land that has no existing housing that will be removed or affected by the proposed project. Therefore, there will be <b>no impact</b> on existing housing either directly, indirectly or cumulatively.</p>				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13c. Response:</b> (Source: CADME Land Use 2003 Layer, photos from site visit, aerial imaging etc.)</p> <p><b>No Impact.</b> The project will not displace any people, necessitating the construction of replacement housing elsewhere because the project site is proposed on vacant land that has no existing housing or residents that will be removed or affected by the proposed project. Therefore, this project will have <b>no impact</b> on displacement of people resulting in the need for replacement housing either directly, indirectly or cumulatively.</p>				
<b>14. PUBLIC SERVICES.</b>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>14a. Response:</b> (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</p> <p><b>Less than Significant Impact.</b> The project is located in an urbanized area designated for industrial uses and does not propose residential uses. Light industrial uses will occur in the proposed building. No residential uses or hazardous material storage are proposed on the project site that would require additional fire capabilities beyond those already available. City of Riverside Fire Station #4, located approximately 1.2 miles southwest of the project site at 3510 Cranford Avenue, provides fire services for the north region of the City of Riverside. With implementation of fire suppression equipment and adherence to fire code standards, the project site would not result in the need for new fire stations. Therefore, the project will have a <b>less than significant impact</b> on the demand for additional fire facilities or services either directly, indirectly or cumulatively.</p>				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>14b. Response:</b> (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)</p>				

<p><b>Less than Significant Impact.</b> The City of Riverside maintains approximately 130 sworn officers, 24 Sergeants, 6 Lieutenant Watch Commanders, 1 Executive Lieutenant, 1 Traffic Lieutenant and a civilian support staff as of the 2017 Riverside Police Department staff update. Officers are assigned to one of four Neighborhood Policing Centers (NPC) and are accountable for their assigned area. Adequate police facilities and services are provided by the North Neighborhood Policing Center. The North NPC is comprised of 36 Reporting Districts encompassing the Grand, Magnolia Center, Downtown, Northside, Hunter Industrial Park and portions of the University neighborhoods. The North NPC is approximately 14 square miles and operates out of the Riverside Police Department Headquarters located at 4102 Orange Street, approximately 3 miles southwest of the project site. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, there will be a <b>less than Significant impact</b> on the demand for additional police facilities of services either directly, indirectly or cumulatively.</p>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>14c. Response:</b> (Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Table 5.13-G – Student Generation for RUSD By Education Level, and Figure 5.13-4)</p> <p><b>Less Than Significant Impact.</b> School facilities and services are provided by Riverside Unified School District to serve this area of Riverside. Non- residential uses are proposed for the project site which would create additional demand on local schools. With implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Riverside Unified School District impact fees used to offset the impact of new development, there will be <b>less than significant impacts</b> on the demand for school facilities or services either directly, indirectly or cumulatively.</p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14d. Response:</b> (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)</p> <p><b>No Impact.</b> The project is a non-residential use that will not involve the addition of any housing units that would increase the population. Therefore, there will be no impact on the demand for additional park facilities or services either directly, indirectly or cumulatively.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14e. Response:</b> (Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)</p> <p><b>No Impact.</b> The project is in an urbanized area within an existing building and does not propose new residences. The project would accommodate new light industrial business(es), which exert a minimal demand on public facilities such as libraries and community centers. Development of the project site with new businesses is consistent with the growth projected by the General Plan 2025 and Hunter Business Park Specific Plan. The GP 2025 and HBPSP provide adequate public facilities for the growth anticipated throughout the project area/. Therefore, this project will not result in the intensification of land use and there will be <b>no impact</b> on the demand for additional public facilities or services either directly, indirectly or cumulatively.</p>				
<b>15. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15a. Response:</b> (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)</p> <p><b>No Impact.</b> The General Plan 2025 analyzed the development of the project site with light industrial uses consistent with the Hunter Business Park Specific Plan and the underlying General Plan Land Use designation of BB/OP – Business/Office Park. The project will further be required to pay applicable Local, Regional, Aquatic and Trails Park Development Impact Fees to the City of Riverside Parks, Recreation and Community Services Department; therefore, this project will have a <b>no impact</b> directly, indirectly or cumulatively.</p>				

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>15b. Response: (Source: Exhibit 3, Site Plan)</b></p> <p><b>Less than Significant Impact.</b> Section 13.18 of the RMC requires that recreational trails within the City be developed according to approved standards and design elements as set forth in the Trails Master Plan. Trails in the City are designated to accommodate equestrian, bike, and pedestrian users. Where possible, the City is working to coordinate trail development and connections with the County of Riverside. The project will require a multi-purpose recreational trail along Spruce Street frontage consistent with the Trails Master Plan. The development of a multi-purpose recreational trail along Spruce Street would require grading, trenching and compaction of soil which would disturb native soil onsite. No trees occur onsite and therefore no displacement of trees would occur. No known water resource features, or sensitive biological resources are known to occur within the project site thus any temporary ground disturbance impacts during construction would be less than significant. With adherence to City of Riverside building and safety code requirements, all construction impacts would be reduced to less than significant. Furthermore, the multi-purpose recreational trail will not generate operational impacts as the proposed trail would be designed to City building and safety requirements. The proposed project would include the construction of recreational facilities; therefore, a <b>less than significant impact</b> directly, indirectly or cumulatively would occur.</p>				
<p><b>16. TRANSPORTATION/TRAFFIC.</b> Would the project result in:</p>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>16a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, and Project Specific Traffic Impact Analysis prepared by Ganddini Group, Inc on January 16, 2019)</b></p> <p><b>Less than Significant Impact with Mitigation.</b> The project is located on a vacant unimproved site in the City of Riverside. The project will increase the intensity of use on the site resulting in a measurable increase in traffic would occur but will be reduced to less than significant with mitigation.</p> <p>Level of Service (LOS) is used to describe the performance of a roadway facility, ranging from LOS A to LOS F, which indicates system failure. The City of Riverside allows LOS D to be used as the maximum acceptable threshold for the study intersections and roadways of Collector or higher classification. LOS C is to be maintained on all unclassified street intersections. The study intersections currently operate within acceptable LOS (D or better) during the peak hours with the exception of Rustin Avenue at Spruce Street. The LOS of this intersection is F.</p> <p>The Traffic Impact Analysis assumed the project to commence operations in 2020.</p> <p><b>Existing Traffic Operations</b></p> <p>The Traffic Impact Analysis prepared for the proposed project by Ganddini Group on January 16, 2019 identified the intersection delay and LOS for study intersections with cross street stop control. Based on the delay of service a traffic signal is warranted for one study intersection. As determined by the Traffic Impact Analysis prepared for the proposed project by Ganddini Group on January 16, 2019, the study intersections currently operate within acceptable Levels of Service (D of</p>				

better) during the peak hours except for the following study intersection that currently operates at unacceptable Levels of Service during the peak hours for existing traffic:

*Rustin Avenue/Spruce Street # 4*

A traffic signal appears to currently be warranted for existing traffic conditions at the following study intersections based on the California Manual on Uniform Traffic Control Devices.

**Project Trips**

Project trips are calculated using Passenger Car Equivalents which is a metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars. The proposed project is forecast to generate approximately 884 daily trips in Passenger Car Equivalents, including 125 passenger car equivalent trips during the AM peak hour and 116 passenger car equivalent trips during the PM peak hour.

**Forecast Traffic Operations**

The study intersections are projected to operate within acceptable Levels of Service (LOS D or better) during the peak hours for Project Completion conditions with the exception of Rustin Avenue/Spruce Street - # 4, which is expected to operate at LOS F during the peak hours. The study intersections are projected to operate within acceptable LOS during the peak hours for Cumulative Without Project Traffic Conditions except for the Rustin Avenue/Spruce Street study intersection. The study intersections are projected to operate within acceptable Levels of Service (D or better) during the peak hours for Project Completion Conditions, except for the following intersection:

*Rustin Avenue/Spruce Street # 4*

The Rustin Avenue at Spruce Street study intersection operates at a Level of Service of F during the peak AM and PM hours and requires additional service upgrades. Based on the City-established thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Project Completion conditions, with improvements. With the proposed intersection upgrades of a widening of the westbound approach to consist of one dedicated right turn lane, one through lane, and a two-way left-turn lane, restriping the west leg to provide a receiving lane for the southbound right turn movement and restrict parking for approximately 200 feet west of the intersection. The proposed project is forecast to result in no significant traffic impacts at the study intersections for direct or cumulative with project traffic conditions with mitigation incorporated.

**Mitigation Measure TR-1: Improvements for Rustin Avenue/Spruce Street as specified by the City of Riverside.**

The proposed project shall for the study intersection:

*Rustin Avenue/Spruce Street # 4*

Widen the westbound approach to consist of one dedicated right turn lane, one through land, and a two-way left turn lane. Restripe the west leg to provide a receiving lane for the southbound right turn movement and restrict parking for approximately 200 feet west of the intersection.

Therefore, the increase in traffic in relation to the existing traffic load and capacity of the street system is **less than significant with mitigation** directly, indirectly or cumulatively.

<p>b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**16b. Response:** (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip

**Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, and if required/recommended by the City’s Traffic Engineer: Project Specific Traffic Impact Analysis prepared by Ganddini Group on January 16, 2019 Riverside County Congestion Management Plan December 14, 2011**

**Less than Significant Impact with Mitigation.** The project site does not include a state highway or principal arterial within Riverside County’s Congestion Management Program (CMP). The proposed project would be subject to Riverside Municipal Code Section 16.68, which requires new developments to pay fees into the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program. In addition, City of Riverside General Plan 2025 Circulation and Community Mobility Element Policy CCM-2.3 states that LOS D or better on arterial streets is recommended wherever possible. The proposed project with Mitigation Measure TR-1 incorporated would maintain a LOS D or better standard for study intersections. Policy AQ-2.23 The proposed project would comply with City of Riverside General Plan 2025 Circulation and Community Mobility Element Policy CC, -2.4 by incorporating TR-1 which allows for street improvements. Therefore, the proposed project is consistent with the Transportation Demand Management/Air Quality components of the Program; and, will have a **less than significant impact with Mitigation** Measure TR-1 incorporated either directly, indirectly or cumulatively to the CMP. In addition, as determined by Traffic Impact Analysis prepared for the proposed project, the study intersections will operate at LOS D or greater that is consistent with the CMP. Therefore, increase in traffic in relation to the existing traffic load and capacity of the street system is less than significant with Mitigation Measure TR-1 incorporated directly, indirectly and cumulatively.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**16c. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)**

**No Impact.** The project is located within the March Air Reserve Base Airport Influence Area. However, the project will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. It is not located within an airport influence area. As such, this project will have **no impact** directly, indirectly or cumulatively on-air traffic patterns.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**16d. Response: (Source: Project Site Plans, Lane Striping and Signing Plans and if required/recommended by the City’s Traffic Engineer: Project Specific Traffic Impact Analysis Ganddini Group January 16, 2019)**

**Less Than Significant Impact with Mitigation Incorporated.** The project site is located within the northeast corner of the Rustin Avenue and Spruce Street intersection. The 7.22-acre project site will have one full access by unsignalized driveway at Spruce Street and one full access, unsignalized driveway at Rustin Avenue. The project site will have 145 onsite 154 on-site parking spaces. Off-site improvements will include the widening of the westbound approach to consist of one dedicated right turn lane, one through lane, and a two-way left-turn lane. Restriping of the west leg will occur which will provide a receiving lane for the southbound right turn movement and restrict parking for approximately 200 feet west of the intersection. Large trucks will be accessing the project site from a driveway off Rustin Avenue. In accordance with the Hunter Park Specific Plan current truck routes in the area are allowed on Rustin Avenue. Street improvements will allow for compatibility with the Hunter Business Park Specific Plan. As a condition of approval, the project will adhere to all applicable circulation, safety plans, and design guidelines. Therefore, with adherence to applicable requirements and implementation of Mitigation Measure TR-1, this project will have a **less than significant impact with mitigation** incorporated on increasing hazards through design or incompatible uses either directly, indirectly or cumulatively.

e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**16e. Response: (Source: California Department of Transportation Highway Design Manual, Municipal Code, Traffic Impact Analysis prepared by Ganddini Group January 16, 2019)**

**No Impact.** The project site is proposed to provide one full access, unsignalized driveway at Spruce Street and one full access, unsignalized driveway at Rustin Avenue. The project has been developed in compliance with Title 18, Section 18.210.030 (Streets) of the Subdivision Code, the City’s Fire Code RMC Title 16 and Section 503 of the California Fire Code (2007). In addition, the project site will include internal roadway widths and access that would be reviewed by the City of Riverside emergency service providers to ensure emergency access is adequately provided. Emergency access vehicles

will not be restricted in mobility by site design of the proposed project in terms of blocking access ways, restricting access to the project site or indirectly by providing a use on the project site that would restrict emergency access to adjacent uses. Therefore, there will be **no impact** directly, indirectly or cumulatively to emergency access.

f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?

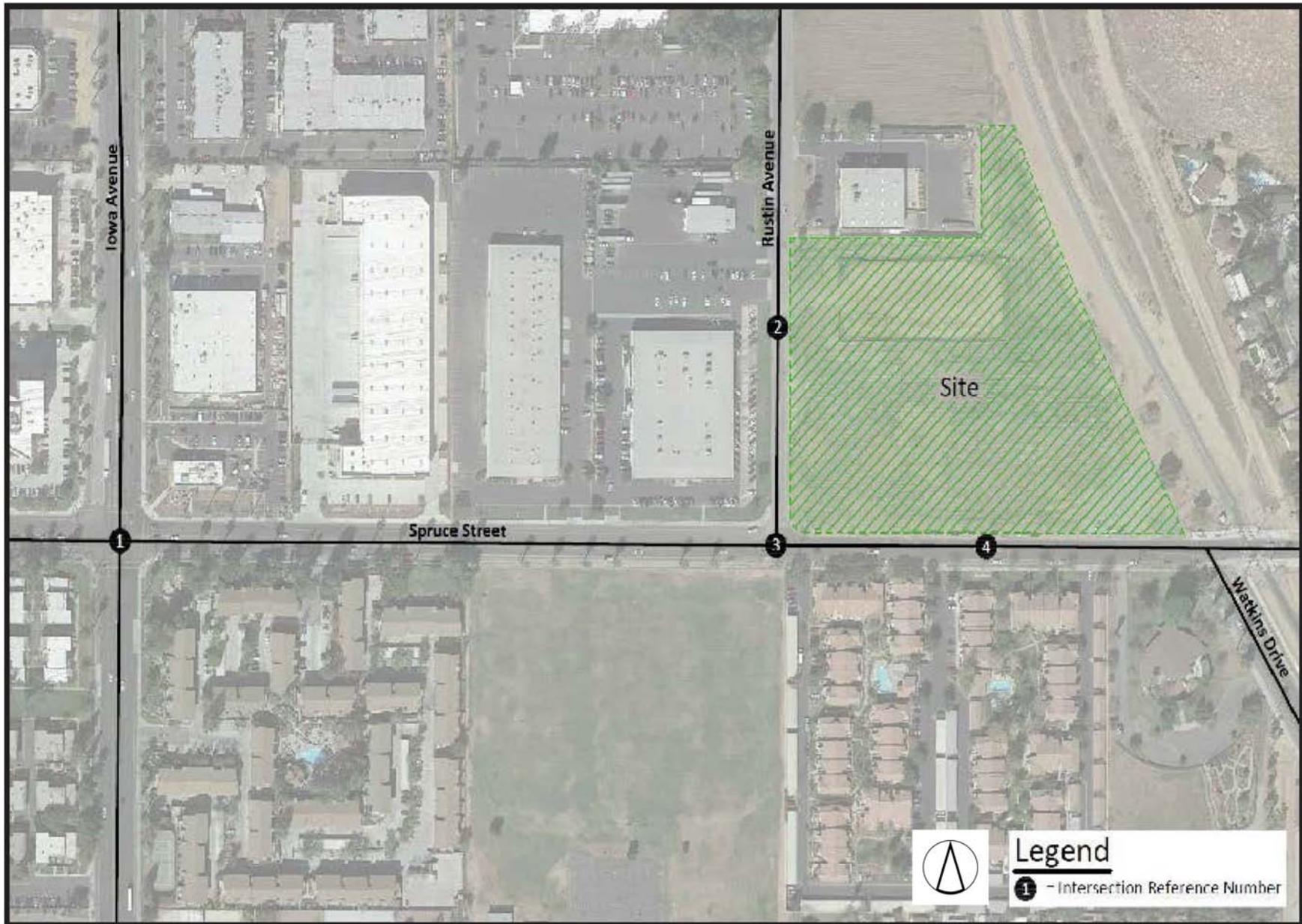




**16f. Response: (Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)**

**Less Than Significant Impact.** The project, as designed, does not create conflicts with adopted policies, plans or programs supporting alternative transportation such as bus turnouts, bicycle racks. Within one mile of the project site there are three City trails, and one Class 2 City Bikeway. In the vicinity of the project site, Rustin Avenue is a two-lane undivided roadway classified as a collector and Spruce Street is a two-lane divided roadway classified as an arterial. There are sidewalks and Class II bicycle lanes on portions of Spruce Street within the vicinity of the project site. Add discussion of sidewalk, A multi-purpose recreational trail will be provided along the Spruce Street frontage of the project site. The Riverside Transit Authority (RTA) bus stops occur on Watkins Road, Spruce Street as well as on Rustin Avenue. The project site also provides adequate onsite parking reducing the demand for street parking, bike racks and walkways. As such, the project will have Less Than Significant impact directly, indirectly or cumulatively on adopted policies, plans, or programs supporting alternative transportation. Therefore, the proposed project impacts related to adopted policies, plans or programs supporting alternative transportation direct, indirect and cumulative impacts are less than significant.

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## Exhibit 8 Traffic Study Intersection Location Map

1049 spruce Street

City of Riverside, California

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<p><b>17. TRIBAL CULTURAL RESOURCES.</b></p> <p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>				:
<p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17a. Response: (AB 52 Consultation)</b></p> <p><b>Less Than Significant.</b> Assembly Bill (AB 52) specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in a development project within a traditionally and culturally affiliated geographic area to notify the tribe within 14 days of deeming a development application complete. Subject to CEQA notifying the requesting tribe within 14 days to consult on the project complies with the AB 52 requirements. The proposed project included AB52 Consultation and would not 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.) The City of Riverside has commenced AB-52 notification on July 25, 2018. A total of 12 Native American tribes were contacted and consultations are on-going.</p>				
<p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>17b. Response: (AB 52 Consultation)</b></p> <p><b>Less Than Significant with Mitigation Incorporated.</b> Although there was no indication of TCRs at the project site and the research and surveys conducted by CRM TECH qualified Archaeologists were negative for known or anticipated TCRs, AB 52 (Gatto, 2014) is clear in stating that it is the responsibility of the Public Agency (e.g. Lead Agency) to consult with Native American tribes early in the CEQA process to allow tribal governments, lead agencies, and project proponents to discuss the appropriate level of environment review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay and conflict in the environmental review process (see PRC Section 2108.3.2). Specifically, government-to government consultation may provide “tribal knowledge” of the Project Area that can be used in identifying TCRs that cannot be obtained through other investigative means. The City of Riverside has commenced AB-52 notification on July 25, 2018. A total of 12 Native American tribes were contacted. One tribal government has suggested mitigation measures. With implementation of Mitigation Measures CUL-1, CUL-2, CUL-3 and CUL-4 impacts will be less than significant.</p>				
<p><b>18. UTILITIES AND SYSTEM SERVICES.</b></p> <p>Would the project:</p>				
<p>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18a. Response: (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR)</b></p> <p><b>Less Than Significant.</b> All new development is required to comply with all provisions of the NPDES program and the City of Riverside’s Municipal Separate Sewer Permit (MS4), as enforced by the Regional Water Quality Control Board (RWQCB). Therefore, the proposed project would not exceed applicable wastewater treatment requirements of the RWQCB.</p>				

with respect to discharges to the sewer system or stormwater system within the City. Because the proposed project is required to adhere to the above regulations related to wastewater treatment the project will have a <b>less than significant</b> impact.				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18b. Response:</b> (Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-I - Current and Projected Water Use WMWD, Table 5.16-J - General Plan Projected Water Demand for WMWD Including Water Reliability 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area &amp; Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.)</p> <p><b>Less than Significant Impact.</b> The project site is within the Hunter Business Park Specific Plan area. The City of Riverside’s Public Works Department provides wastewater treatment for the Hunter Park Business Park Specific Plan area. Regional sewerage facilities are maintained by the Riverside Water Quality Control Plant (RWQCP) located at 5950 Acorn Street Riverside, CA 92504. The plant is currently being expanded and retrofitted to meet the needs of the City of Riverside and the proposed project would not sustainably generate significant wastewater to warrant new or expanded facilities. The project will not result in the construction of new or expanded water or wastewater treatment facilities as adequate facilities exist at the RWQCP. The project is consistent with the Typical Growth Scenario of the General Plan 2025 where future water and wastewater generation was determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I, 5.16-J and 5.16-K of the General Plan 2025 Final PEIR). Therefore, the project will have <b>less than significant impact</b> resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18c. Response:</b> (Source: FPEIR Figure 5.16-2 - Drainage Facilities)</p> <p><b>Less Than Significant.</b> Existing Riverside County Flood Control Storm Drains occur along Columbia Avenue in the Hunter Business Park Specific Plan, and a detention basin is located north of the project site on Columbia Avenue. The existing storm drainage systems discharge into the Springbrook Drainage Channel and the University Wash Channel. The existing detention basin located on Columbia Avenue has been designed to control a 100-year storm discharge. The proposed project will result in an increase of 6.14 acres of impervious surface areas. The increased in impervious surface area will generate increased storm water flows with potential to impact drainage facilities and require the provision of additional facilities. The Subdivision Code (Title 18, Section 18.48.020) requires drainage fees to be paid to the City for new construction. Fees are transferred into a drainage facilities fund that is maintained by Riverside County Flood Control and 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 <b>less than significant impact on existing</b> storm water drainage facilities that would not require the expansion of existing facilities directly, indirectly or cumulatively.</p>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18d. Response:</b> (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, Table 5.16-H – Current and Projected Domestic Water Supply (acre-ft/year) WMWD Table 5.16-I Current and Projected Water Use WMWD, Table 5.16-J – General Plan Projected Water Demand for WMWD Including Water Reliability 2025, RPU Master Plan, EMWD Master Plan, WMWD Master Plan, and Highgrove Water District Master Plan)</p>				

<p><b>Less Than Significant.</b> The City’s Urban Water Management Plan must be updated every five years to include the most recent population trends. Similarly, the City must consult with the Riverside Public Utilities (RPU) or Western Municipal Water District (WMWD) regarding development projects exceeding the thresholds noted in the CEQA Guidelines Section 15155 to ensure that sufficient water supplies are available. The City’s Urban Management Plan was updated in 2015.</p> <p>The GP 2025 FPEIR found that water demand within RPU boundaries may exceed supply under the “worst case” analysis of Maximum population and Maximum population w/PRD. However, WMWD can sell water to Riverside Public Utilities and as shown on Table 5.16-I of the GP 2025 FPEIR, WMWD will have 123,784 acre-feet annually to sell to other agencies like RPU. Therefore, even at the higher levels of development anticipated under the General Plan, water supply may be available. Water supplies were determined to be adequate for development anticipated under the GP 2025 at Typical development levels, and therefore the water supply impact associated with RPU and WMWD water service was not found to cause these suppliers to have insufficient water supplies available.</p>				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18e. Response:</b> (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD)</p> <p><b>Less than Significant Impact.</b> The project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board. The project is consistent with the General Plan 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the General Plan 2025 Final PEIR). Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. Therefore, <b>less than significant impact</b> to wastewater treatment directly, indirectly or cumulatively will occur.</p>				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18f. Response:</b> (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)</p> <p><b>Less than Significant Impact.</b> The project is consistent with the General Plan 2025 Typical Build-Out scenario where future landfill capacity was determined to be adequate as seen in Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR. Therefore, <b>less than significant impact</b> to landfill capacity will occur directly, indirectly or cumulatively.</p>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18g. Response:</b> (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p> <p><b>Less than Significant Impact.</b> The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed project must comply with the City’s waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, <b>less than significant impacts</b> related to solid waste statutes will occur directly, indirectly or cumulatively.</p>				

<b>19. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>19a. Response:</b> (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D, Title 20 of the Riverside Municipal Code, and site specific Cultural Resources Survey prepared by CRM Tech on August 29, 2018)</p> <p><b>Less Than Significant Impact.</b> Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study and were all found to be <b>less than significant with mitigation incorporated</b>. Additionally, potential impacts to cultural, archaeological and paleontological resources related to major periods of California and the City of Riverside’s history or prehistory were discussed in the Cultural Resources Section of this Initial Study and were found to be <b>less than significant with mitigation incorporated</b>.</p>				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>19b. Response:</b> (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</p> <p><b>Less Than Significant Impact.</b> Because the project is consistent with the General Plan 2025, no new cumulative impacts are anticipated and therefore cumulative impacts of the proposed project beyond those previously considered in the GP 2025 FPEIR are <b>less than significant</b>.</p>				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>19c. Response:</b> (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</p> <p><b>Less Than Significant Impact with Mitigation.</b> Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology &amp; water quality, noise, population and housing, public facilities, hazards and hazardous materials, recreation, and transportation traffic sections of this Initial Study. Project impacts related to biology, cultural and tribal cultural resources, noise and transportation, are less than significant with mitigation incorporated. 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 <b>less than significant with mitigation</b>.</p>				

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

*Staff Recommended Mitigation Measures*

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<p><b>Biology</b></p>	<p><b>MM BIO-1:</b></p> <p>To avoid impacts to nesting birds and violation of State and Federal laws, February 1 to August 31 the project site and all construction-related activities associated with the project site shall be surveyed prior to pre-construction and no later than 5 days before vegetation removal, for the presence of nests by a qualified Biologist. The qualified Biologist shall submit the survey results to the County of Riverside Environmental Programs Transportation and Land Management Agency and the City of Riverside Community and Economic Development Department. If it is determined that the site contains active nests, all suitable habitats within the designated nest buffer will be demarcated with survey flagging and mapped by a hand-held global positioning system unit. The nest will be documented and revisited until the qualified Biologist determines that the nest is closed. No work may occur within the designated nest buffer until the qualified Biologist determines the nest is closed.</p>	<p>Prior to issuance of grading permit.</p>	<p>Planning Division Building &amp; Safety Division.</p>	<p>Site Plan Review and Issuance of Grading Permit.</p>
<p><b>Cultural</b></p>	<p><b>MM CUL-1:</b></p> <p>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</p>	<p>Prior to issuance of Grading Permit.</p>	<p>Planning Division Public Works Division.</p>	<p>The Applicant Shall Notify the City.</p>

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

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>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.</p>			
<b>Cultural</b>	<p><b>MM CUL-2:</b></p> <p><b>On call Project Archaeologist:</b> Prior to the issuance of a grading permit, the Property Owner/Developer shall provide a letter from a County certified Archaeologist and Paleontologist stating that the Property Owner/Developer has retained these individuals, and that the Archaeologist and Paleontologist shall be on call during all grading and other significant ground-disturbing activities in native sediments.</p>	Prior to Grading Permit..	Planning Division Public Works Division.	The Applicant Shall Notify the City.
<b>Cultural</b>	<p><b>MM CUL-3:</b></p> <p><b>Treatment and Disposition of Cultural Resources:</b> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <p><b>1. Temporary Curation and Storage:</b> 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</p>	During Construction	Planning Division.	Submission of a Phase IV Monitoring Report

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p><b>2. Treatment and Final Disposition:</b> 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:</p> <p>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;</p> <p>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;</p> <p>c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and 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</p>			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>Monitors within 60 days of completion of grading.</p> <p>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.</p>			
<b>Cultural</b>	<p><b>MM CUL-4:</b></p> <p><b>Cultural Sensitivity Training:</b> 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.</p>	Prior to Grading Permit	Planning Division, Building and Safety Division and Public Works Department.	Submission of a Phase IV Monitoring Report

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
Noise	<p><b>MM NOI-1:</b></p> <p>In addition to adherence to the City of Riverside’s policies found in the Noise Element and Municipal Code limiting the construction hours of operation, the following measures are recommended to reduce construction noise emanating from the proposed project:</p> <ol style="list-style-type: none"> <li>1. During all project site excavation and grading on site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.</li> <li>2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.</li> <li>3. Equipment shall be shut off and not left to idle when not in use.</li> <li>4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and sensitive receptors nearest the project site during all project construction.</li> <li>5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors.</li> </ol>	Prior to issuance of permits and during construction.	Planning Division.	Issuance of Grading Permit.
Transportation	<p><b>MM TR-1</b></p> <p>Rustin Avenue/Spruce Street #4</p>	Prior to construction activities occurring.	Planning Division Public Works Division.	Site Plan Review and Issuance of Grading Permit.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>Widen the westbound approach to consist of one dedicated right turn lane, one through lane, and a two-way left turn lane.</p> <p>Restripe the west leg to provide a receiving lane for the southbound right turn movement and restrict parking for approximately 200 feet west of the intersection.</p>			