



City of Arts & Innovation

# COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

## Draft Mitigated Negative Declaration

AGENDA ITEM NO.:

WARD: All

1. **Case Number:** PSP12-0033
2. **Project Title:** Riverside Restorative Growthprint – Economic Prosperity Action Plan/Climate Action Plan (RRG-EPAP/CAP)
3. **Hearing Date:** January 5, 2016
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:** Doug Darnell, AICP, Senior Planner  
**Phone Number:** (951) 826-5219
6. **Project Location:** Citywide
7. **Project Applicant/Project Sponsor's Name and Address:**  
City of Riverside  
951-826-5341  
3900 Main Street  
Riverside, CA 92507
8. **General Plan Designation:** All
9. **Zoning:** All
10. **Description of Project:** The Riverside Restorative Growthprint (RRG) combines two plans: the Economic Prosperity Action Plan (RRG-EPAP) and the Climate Action Plan (RRG-CAP), both of which serve to reduce greenhouse gas emissions through the year 2035. It establishes policies and priorities that will help the City fulfill the requirements of the State climate change initiatives known as Assembly Bill (AB) 32 and Senate Bill (SB) 375.

The policy and development framework of the RRG is largely contained in the CAP portion of the document, while the EPAP contains additional policies to help prioritize implementation of CAP actions based on potential economic co-benefits. The policies and programs in the EPAP are largely promotional in nature, and serve to encourage further engagement in the energy efficiency, transportation, waste diversion, and water

conservation programs specified in the CAP. The EPAP does not propose any policies or actions that would directly result in development; however, policies contained in the CAP may directly influence development.

**RRG-CAP:** The RRG-CAP identifies how the City will achieve GHG emissions reductions through the year 2035. The RRG-CAP includes an inventory of the City's 2007 GHG emissions, which is the baseline or starting point from which the City establishes targets for reducing emissions out to the years 2020 and 2035. The CAP identifies State, regional and local greenhouse gas reduction measures that will reduce GHG emissions toward meeting the GHG reduction targets. These GHG reduction measures generally include: 1) using energy more efficiently; 2) harnessing more renewable energy (solar, wind, geothermal, etc.); 3) improving access to sustainable transportation alternatives; 4) promoting walking and cycling; increasing recycling and diversion of materials from landfills; increasing water conservation; and supporting local food systems.

**RRG-EPAP:** The RRG-EPAP links economic development with GHG emissions reduction by 1) inspiring entrepreneurial opportunities and job creation; 2) promoting local clean-tech industry development; 3) facilitating smart growth development; and 4) stimulating sustainable infrastructure investment.

The proposed project is consistent with the City's General Plan 2025 Air Quality Element which sets for the following objective and policies related to greenhouse gas reduction:

- 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.
- Policy AQ-8.1: Support the Sustainable Riverside Policy Statement by developing a Green Plan of action.
- Policy AQ-8.2: Support appropriate initiatives, legislation, and actions for reducing and responding to climate change.
- Policy AQ-8.3: Encourage community involvement and public/private partnerships to reduce and respond to global warming.
- Policy AQ-8.4: Develop a Climate Action Plan that sets a schedule to complete an inventory of municipal and private greenhouse gas (GHG) emissions, sets targets for reductions and methodologies to reach targets.

11. **Surrounding land uses and setting: Briefly describe the project's surroundings:** The proposed plan consists of City policies that would apply to the corporate limits of the City of Riverside. The corporate boundaries encompass approximately 81.4 square miles in western Riverside County bounded on the north by the cities of Rubidoux, Jurupa, Colton, and Rialto, on the east by Riverside County and the City of Moreno Valley, to the south by unincorporated Riverside County, and to the west by unincorporated Riverside County and the cities of Norco and Corona.

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

- a. None

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

- a. General Plan 2025
- b. GP 2025 FPEIR

## 14. 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"/> Utilities/Service Systems      | <input type="checkbox"/> Mandatory Findings of Significance |

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

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

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

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

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

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

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

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

Printed Name & Title Rafael Guzman, Director Community & Economic Development  
 For City of Riverside



City of Arts & Innovation

# COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

## Planning Division

### Environmental Initial Study

#### EVALUATION OF ENVIRONMENTAL IMPACTS:

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

document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

DRAFT

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1 a, b, c &amp; d. Response:</b> (<i>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</i>)</p> <p><b>Less Than Significant Impact.</b> The proposed project RRG-CAP does not propose any specific development projects; however, the RRG-CAP would indirectly encourage the development of renewable energy generation projects, support the expansion of public services and infrastructure, and encourage increased development density along transportation corridors. Although projects implemented as a result of policies in the RRG-CAP could affect scenic vistas, scenic resources, and visual character of existing neighborhoods, implementation of General Plan policies, the Zoning Code, and Citywide Design and Sign Guidelines would reduce many impacts to these resources. Furthermore, the General Plan 2025 FPEIR includes Mitigation Measure AES 1, which requires shielding devices for lighting on all developments. This measure would apply to all projects developed under the RRG-CAP.</p> <p>However, RRG-CAP Measure E-4: “Renewable Energy Production on Public Property”, encourages the City to locate large- and small-scale renewable energy generation systems on publicly owned property. To implement the measure, the City will complete a feasibility study by 2020 and install priority projects by 2035. While a single small-scale system is less likely to have an effect on visual resources, installing large-scale systems or multiple small-scale systems throughout the City in the right of way could have an impact on visual resources. The Citywide Design and Sign Guidelines of the General Plan 2025 program are intended to promote quality, well-designed development throughout Riverside that enhances existing neighborhoods, creates identity, and improve the overall quality of life within the City. Included within these guidelines are specific guidelines for public facilities. Application of these design guidelines along with General Plan mitigation measures for aesthetics and will serve to reduce aesthetics impacts from future RRG-CAP related projects.</p> <p>Finally, future projects that would occur as a result of RRG-CAP policy (particularly large scale infrastructure projects) would be subject to project-level CEQA analysis to determine project-specific impacts and mitigation measures, therefore impacts to aesthetics are considered less than significant.</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>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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Conflict with existing zoning for, or cause rezoning of, forestland (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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d. Result in the loss of forestland or conversion of forest and to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2 d. Response: (Source: GIS Map – Forest Data)</b>  <b>No Impact.</b> The City of Riverside has no forestland that can support 10-percent native tree cover nor does it have any timberland. Therefore, <b>no impacts</b> will occur from adoption of the proposed revisions directly, indirectly or 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>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>2a, b, c &amp; e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR – Appendix I – Designated Farmland), Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data)</b></p>				
<p><b>No Impact.</b> Projects that could be proposed consistent with the measures in the RRG-CAP, including the proposed streetcar system, eco-corridors, expanded or new solid waste facilities, and electric vehicle and alternative fuel infrastructure, would generally be located within existing urban and suburban areas in Riverside. However, as discussed above, the RRG-CAP would encourage the installation of large- and small-scale renewable energy systems. The likelihood of such facilities being located within agricultural areas where there would be potential for significant impacts to agriculture resources is minimal. Location of such facility would need to be consistent with the City’s General Plan 2025 Land Use and Urban Design Element which limits development within agricultural areas. Any such, development in conflict with the General Plan Land Use Element and agricultural preservation policies of the Open Space and Conservation Element would require appropriate amendments to the General Plan 2025 and analysis of project-specific impacts in compliance with CEQA.</p>				
<p>Three measures in the RRG-CAP, Measures T-6, T-7, and T-20, rely on increased land use densities in Riverside. These measures would not be implemented before the completion of a future General Plan, Zoning Code, and specific plan updates, wherein specific locations for increasing density, encouraging mixed-use development, and identifying eco-corridors would be determined. These locations would primarily be within existing commercial, office, and industrial areas and along established transportation corridors. RRG-CAP measures do not encourage the conversion of existing farmland or forest land.</p>				
<p>Other measures in the RRG-CAP estimate the GHG reduction potential of transportation infrastructure projects that have been proposed in other plans, such as the City’s Bicycle Master Plan and at the regional level in SCAG’s 2012 RTP/SCS, and have previously been analyzed for environmental effects at a programmatic level. Each of these projects will undergo additional environmental review as needed prior to final approval to identify project-specific impacts to agricultural and forestry resources. The RRG-CAP does not implement these projects, but quantifies the associated GHG reductions. There are no mitigation measures from the General Plan 2025 Program EIR that would reduce agricultural resources impacts from RRG-CAP related projects.</p>				
<p><b>3. AIR QUALITY.</b></p>				
<p>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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>
<b>3a - e. Response:</b> (Source: General Plan 2025 FPEIR Table 5.3-B)				
<p><b>Less Than Significant Impact with Mitigation.</b> The primary goal of the RRG-CAP is to reduce GHG emissions from activities taking place within Riverside, by switching to renewable energy sources and reducing vehicle miles traveled, among other actions. Overall, the RRG-CAP would result in beneficial environmental effects with respect to air quality, through the reduction of fossil fuel use. However, the RRG-CAP would encourage the expansion of energy, transportation, and solid waste infrastructure that could have temporary impacts to air quality during construction activities. Large scale infrastructure projects would be required to undergo further CEQA analysis to identify project specific impacts and mitigation measures, prior to final discretionary approval.</p> <p>In addition, the following Mitigation Measures from the General Plan 2025 Final Program EIR would apply to projects proposed under the RRG-CAP, as applicable, and would further reduce impacts to air quality:</p> <ul style="list-style-type: none"> <li>• MM Air 1 requiring analysis of construction-related air quality impacts;</li> <li>• MM Air 2 requiring projects to abide by SCAQMD’s Rule 403 for Best Management Practices for construction sites;</li> <li>• MM Air 4 to reduce diesel emissions associated with construction;</li> <li>• MM Air 5 containing additional measures to reduce particulate matter air quality impacts;</li> <li>• MM Air 6 requiring the City to implement WRCOG’s Good Neighbor Guidelines for reduction of diesel emissions impacts;</li> <li>• MM Air 7 requiring development projects to mitigation operational air quality impacts;</li> <li>• MM Air 11 requiring cancer risk disclosure statements for residents in developments near freeways; and</li> <li>• MM Air 13 requiring projects to mitigate emissions that exceed AQMP Guidelines, as feasible.</li> </ul>				
<b>4. BIOLOGICAL RESOURCES.</b>				
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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>
or other approved local, regional, or state habitat conservation plan?				
<p><b>4 a-f. Response:</b> (Source: MSHCP, General Plan 2025 – Figure OS-6, Figure OS-7 – MSHCP Cores, City of Riverside GIS/CADME USGS Quad Map Layer and 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 with Mitigation:</b> Projects that could be proposed consistent with the measures in the RRG-CAP, including the proposed streetcar system, expanded or new solid waste facilities, and electric vehicle and alternative fuel infrastructure, would generally be located within existing urban and suburban areas in Riverside. However, as discussed above, the RRG-CAP would indirectly encourage the installation of large- and small-scale renewable energy systems. Such systems could result in significant impacts if they were to result in changes to wildlife habitat, direct effects to special status species, or conflict with the Western Riverside County MSHCP. RRG-CAP related projects would not be proposed within the plan Criteria Area; however, projects proposed in proximity to the Criteria Area would be subject to consistency with certain MSHCP policies, such as policies related to Riparian and Riverine Areas and Vernal Pools, Narrow Endemic Plant Species, Additional Survey Needs and Procedures, and Funding/Fee Issues.</p> <p>Three measures in the RRG-CAP, Measures T-6, T-7, and T-20, rely on increased land use densities in Riverside. These measures would not be implemented before the completion of future General Plan, Zoning Code and specific plan updates, wherein specific locations for increasing density, encouraging mixed-use development, and identifying eco-corridors would be determined. These locations would primarily be located within existing commercial, office, and industrial areas and along established transportation corridors; therefore, it is unlikely that biological resources would be affected. In addition, most development projects would be required to undergo further CEQA analysis to identify project-specific impacts and mitigation measures, prior to final discretionary approval.</p> <p>As discussed in Table 1, other measures in the RRG-CAP estimate the GHG reduction potential of transportation infrastructure projects that have been proposed in other plans, such as the City’s Bicycle Master Plan and at the regional level in SCAG’s 2012 RTP/SCS, and have previously been analyzed for environmental effects at a programmatic level. Each of these projects will undergo additional environmental review as needed prior to final approval to identify project-specific impacts to biological resources. The RRG-CAP does not implement these projects, but quantifies the associated GHG reductions.</p> <p>In addition, all projects would be required to comply with mitigation measures in the General Plan 2025 Program EIR further reducing impacts to biological resources, including:</p> <ul style="list-style-type: none"> <li>• MM Bio 1 requiring habitat assessment reports for sensitive species;</li> <li>• MM Bio 2 pertaining to hillside grading provisions;</li> <li>• MM Bio 3 pertaining to crossings over the City’s major arroyos and blueline streams; and</li> <li>• MM Bio 4 requiring natural open space easements are provided in conjunction with new development.</li> </ul>				
<p><b>5. CULTURAL RESOURCES.</b> Would the project:</p>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5d. Response:</b> (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><i>Cultural Resources Sensitivity, Appendix D – Cultural Resources Study, Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Section 19.620.120 and Appendix D, Title 20 of the Riverside Municipal Code, &amp; General Plan 2025 Policy HP-1.3)</i></p>				
<p><b>Less Than Significant Impact with Mitigation.</b> Projects that could be proposed consistent with the measures in the RRG-CAP, including the proposed streetcar system, expanded or new solid waste facilities, and electric vehicle and alternative fuel infrastructure, would generally occur within existing urban and suburban areas in Riverside. The RRG-CAP would indirectly encourage the installation of large- and small-scale renewable energy systems throughout Riverside. Three measures in the RRG-CAP, Measures T-6, T-7, and T-20, rely on increased land use densities in Riverside. These measures would not be implemented before the completion of future General Plan, Zoning Code and specific plan updates, wherein specific locations for increasing density, encouraging mixed-use development, and identifying eco-corridors would be determined. These locations would primarily be located within existing commercial, office, and industrial areas and along established transportation corridors. Such projects could result in significant impacts if they were to result in changes to historic resources, archaeological resources, paleontological resources, or result in the accidental discover of human remains. Other measures in the RRG-CAP estimate the GHG reduction potential of transportation infrastructure projects that have been proposed in other plans, such as the City’s Bicycle Master Plan and at the regional level in SCAG’s 2012 RTP/SCS, and have previously been analyzed for environmental effects at a programmatic level.</p>				
<p>As of July 1, 2015, Assembly Bill 52 (AB 52) requires as part of CEQA, evaluation of tribal cultural resources, notification of tribes, and opportunity for tribes to request a consultation regarding impacts to tribal cultural resources when a project is determined to require a Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report under CEQA. In compliance with AB-52, the City has notified all tribes that have previously requested such notification for projects within the City of Riverside. Tribes have 30 days from the time notification is received to request consultation. On November 20, 2015, one tribe, the Pechanga band of Luiseno Indians, requested initiation of a consultation with the City under AB52. On December 1, 2015, the City initiated consultation with the Pechanga Tribe to clarify that the proposed project does not involve a specific site or propose any specific development, that no ground disturbance will occur as a direct result of this project, and that the project is a policy document that serves to reduce the City’s greenhouse gas emissions. While the RRG project may lead to or encourage future projects that would involve a specific development of land, those future projects would be subject to CEQA and AB52 Tribal Notification requirements for evaluation of impacts to Tribal Cultural Resources.</p>				
<p>Most development projects in the City of Riverside would be required to undergo further CEQA analysis to identify project-specific impacts and mitigation measures, prior to final discretionary approval. In general, the RRG-CAP does not propose to develop any of these projects, but quantifies the associated GHG reduction benefit with these actions. All development projects that would be developed consistent with the RRG-CAP measures, and other local and regional efforts discussed in the RRG-CAP, would be subject to the following General Plan 2025 Program EIR mitigation measures, which would reduce impacts of these projects, where feasible:</p> <ul style="list-style-type: none"> <li>• MM Cultural 1 requiring surveys for prehistoric and historic archaeological sites and sites containing Native American human remains;</li> <li>• MM Cultural 2 pertaining to avoidance of cultural resources;</li> <li>• MM Cultural 3 for sites where avoidance of cultural resources is determined infeasible;</li> <li>• MM Cultural 4 pertaining to the inadvertent discovery of archeological resources or human remains;</li> <li>• MM Cultural 5 pertaining to protection of historic resources; and</li> <li>• MM Cultural 6 for projects located within the Magnolia Avenue Specific Plan boundaries.</li> </ul>				
<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</p>	<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>
on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6 a - e. 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 E – Geotechnical Report)</p>				
<p><b>Less Than Significant Impact.</b> Implementation of the measures in the RRG-CAP would not directly affect the potential to expose people or structures to adverse effects resulting from geologic hazards such as earthquakes, landslides, mudslides, or ground failure. The RRG-CAP does not propose to develop any projects, though it provides policies that would apply to recommended projects and estimates the GHG reduction potential of other planned projects. Any projects consistent with the measures in the RRG-CAP would be required to undergo further CEQA analysis to identify project-specific impacts and mitigation measures, prior to final discretionary approval. All proposed development projects are required to comply with the California Building Code (CBC), which includes requirements to reduce the potential for hazards due to earthquakes, ground failure, or unstable soil conditions. All projects also would demonstrate compliance with regulations of the National Pollutant Discharge Elimination System (NPDES) permit program and the CBC that reduces soil erosion through best management practices for construction. General Plan 2025 Program and Final PEIR MM Geo 1 pertaining to septic systems would be enforced, where applicable.</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"/>
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7a. and b. Response:</b></p> <p><b>Less Than Significant Impact.</b> Under the General Plan 2025 Program EIR it was determined that the General Plan Program would have a “significant and unavoidable impact” due to a cumulatively significant net increase in greenhouse gas emissions. The intention of the RRG-CAP is to reduce citywide GHG emissions in line with State legislation; therefore, the RRG-CAP helps to mitigate emissions associated with the City’s growth under the General Plan. Although individual projects that would be consistent with the measures in the RRG-CAP may result in increased GHG emissions during construction activities, these projects would have the overall effect of reducing GHG emissions in Riverside. The RRG-CAP allows the City to surpass the goal of reducing emissions 15 percent below baseline levels by 2020; however, the City will need to consider additional measures with future iterations of the RRG-CAP to achieve its GHG reduction targets beyond 2035. As previously discussed, any projects proposed consistent with policies in the RRG-CAP would be required to undergo further CEQA analysis to identify project-specific impacts and mitigation measures, prior to final discretionary approval. With the establishment of implementable measures to reduce GHG emissions in accordance with the City’s goals, the RRG-CAP would not result in significant adverse impacts from GHG emissions. There are no mitigation measures from the General Plan 2025 Program EIR that would reduce greenhouse gas emissions impacts from RRG-CAP related projects.</p>				
<b>8. HAZARDS &amp; HAZARDOUS MATERIALS.</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"/>
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"/>
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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8 a - h. Response:</b> (Source: General Plan 2025 Public Safety and Education Elements, Figure PS-5 – Hazardous Waste Sites, Figure PS-6 – Airport Safety Zones and Influence Areas, Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHSZ 2010, and GP 2025 FPEIR Tables 5.7 A – D &amp; Chapter 7.5.7 – Hazards and Hazardous Material)</p> <p><b>Less Than Significant Impact with Mitigation.</b> The RRG-CAP is a policy document, and would not result in any development that could have a direct impact related to hazards, or hazardous materials. The RRG-CAP does not propose to develop any projects; though it provides policies that would apply to recommended projects and estimates the GHG reduction potential of other planned projects. Any projects that would be consistent with the measures in the RRG-CAP would be required to undergo further CEQA analysis to identify project-specific impacts and mitigation measures, prior to final discretionary approval. All proposed projects that would be consistent with RRG-CAP measures would comply with General Plan 2025 Program EIR mitigation measures, as appropriate, including:</p> <ul style="list-style-type: none"> <li>• MM Haz 1 pertaining to hazardous materials or sites;</li> <li>• MM Haz 2 for sites where the last known use was agriculture or other related activities; and</li> <li>• MM Haz 3 pertaining to applicable regulations of the EPA's Universal Waste Rule and the California Code of Regulations.</li> </ul>				
<b>9. HYDROLOGY AND WATER QUALITY.</b>				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<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>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9a-j. Response:</b> (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality, Figure PS-4 – Flood Hazard Areas and FEMA Flood Hazard Maps, Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3, and 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water)</p> <p><b>Less Than Significant Impact.</b> The RRG-CAP is a policy document, and would not result in any development that could have a direct impact related to hydrology and water quality. The RRG-CAP does not propose to develop any projects; though it provides policies that would apply to recommended projects and estimates the GHG reduction potential of other planned projects. These projects could have temporary impacts to hydrology and water quality during construction, due to grading of construction sites and changes in the amount of impermeable surfaces resulting in increased stormwater runoff. Any projects that would be consistent with the measures in the RRG-CAP would be required to undergo further CEQA analysis to identify project-specific impacts and mitigation measures, prior to final discretionary approval. In addition, these projects would be required to demonstrate compliance with the regulations of the National Pollutant Discharge Elimination System (NPDES) permit program to reduce off-site runoff through best management practices for construction. There are no mitigation measures from the General Plan 2025 Program EIR that would reduce hydrology and water quality impacts from RRG-CAP related projects.</p>				
<b>10. LAND USE AND PLANNING:</b>				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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>10 a-c. Response:</b> (Source: General Plan 2025, Land Use and Urban Design Element – Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</p> <p><b>Less Than Significant Impact.</b> The RRG-CAP does not propose to develop projects; however, the RRG-CAP would indirectly encourage the development of renewable energy generation projects, support the expansion of public services and infrastructure, and encourage increased development density in existing urban areas and along transportation corridors. Such projects would occur within existing urban areas. The RRG-CAP is designed to be consistent with General Plan policies and the Zoning Code that are intended to avoid potential land use conflicts, although the RRG-CAP does provide recommendations for the City’s forthcoming Zoning Code and specific plan updates that would result in higher allowable density in some areas.</p>				
<p>Large scale infrastructure projects would require discretionary approval and would be subject to project-level CEQA analysis to determine project-specific impacts and mitigation measures. However, RRG-CAP Measure E-4: Renewable Energy Production on Public Property, encourages the City to locate large- and small-scale renewable energy generation systems within the public right of way. To implement the measure, the City will complete a feasibility study by 2020 and install priority projects by 2035. Installing large-scale systems or multiple small-scale systems throughout the City within the public property could have an impact on surrounding land uses.</p>				
Other measures in the RRG-CAP estimate the GHG reduction potential of transportation infrastructure projects that have				

<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>been proposed in other plans, such as the City’s Bicycle Master Plan and at the regional level in SCAG’s 2012 RTP/SCS, and have previously been analyzed for environmental effects at a programmatic level. Any projects that would be consistent with the measures in the RRG-CAP and other documents would be required to undergo further CEQA analysis to identify project-specific impacts and mitigation measures, prior to final discretionary approval. There are no mitigation measures from the General Plan 2025 Program EIR that would reduce land use impacts from RRG-CAP related projects.</p>				
<p><b>11. MINERAL RESOURCES.</b></p>				
<p>Would the project:</p>				
<p>a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>11a and b. Response:</b> <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p>				
<p><b>No Impact.</b> The RRG-CAP is a policy document, and would not result in any development that could have a direct impact on mineral resources. The RRG-CAP does not propose to develop any projects; though it provides policies that would apply to projects and estimates the GHG reduction potential of other planned projects. Any projects that would be consistent with the measures in the RRG-CAP would be required to undergo further CEQA analysis to identify project-specific impacts and mitigation measures, prior to final discretionary approval.</p>				
<p><b>12. NOISE.</b></p>				
<p>Would the project result in:</p>				
<p>a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<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>c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>d. 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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>12a-f. Response:</b> <i>(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria) FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards,</i></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code)</i>				
<p><b>Less Than Significant Impact with Mitigation.</b> Projects that could be proposed after RRG-CAP implementation would generally occur within existing urban and suburban areas in Riverside, including the proposed streetcar system, expanded or new solid waste facilities, and electric vehicle and alternative fuel infrastructure. The RRG-CAP could indirectly encourage the installation of large- and small-scale renewable energy systems throughout Riverside. Three measures in the RRG-CAP, Measures T-6, T-7, and T-20, rely on increased land use densities in Riverside. These measures would not be implemented before completion of future General Plan, Zoning Code and specific plan updates, wherein specific locations for increasing density, encouraging mixed-use development, and identifying eco-corridors would be determined. These locations would primarily be located within existing commercial, office, and industrial areas and along established transportation corridors. Such projects could result in noise impacts due to construction activities. In addition, projects that expand the transit system and increase land use density could increase operational sound levels that could affect neighboring land uses. Other measures in the RRG-CAP estimate the GHG reduction potential of transportation infrastructure projects that have been proposed in other plans, such as the City’s Bicycle Master Plan and at the regional level in SCAG’s 2012 RTP/SCS, and have previously been analyzed for environmental effects at a programmatic level.</p> <p>Many development projects in the City of Riverside identified in the RRG-CAP would be required to undergo CEQA analysis (or further CEQA analysis) to identify project-specific impacts and mitigation measures, prior to final discretionary approval. The RRG-CAP does not propose to develop any of these projects, but quantifies the associated GHG reduction benefit with these actions. All development projects that would be consistent with the RRG-CAP measures, and other local and regional efforts that would be developed within the City of Riverside discussed in the RRG-CAP, would be subject to the following General Plan 2025 Program EIR mitigation measures, which would reduce impacts of these projects, where feasible:</p> <ul style="list-style-type: none"> <li>• MM Noise 1 minimizing noise impacts to adjacent land uses;</li> <li>• MM Noise 2 reducing transportation noise;</li> <li>• MM Noise 3 minimizing noise and vibration near railroad tracks;</li> <li>• MM Noise 4 to mitigate temporary construction noise;</li> <li>• MM Noise 5 regarding noise sensitive uses; and</li> <li>• MM Noise 6 minimizing vehicular noises.</li> </ul>				
<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 type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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>13 a-c. Response:</b> <i>(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)</i></p>				
<p><b>No Impact.</b> The RRG-CAP encourages the City to locate its planned future growth along existing transportation corridors, and within existing commercial, residential, and industrial areas, and encourages high-density and mixed-use development within these areas. The RRG-CAP does not propose to develop any housing or new commercial development; therefore, the RRG-CAP would not induce substantial population growth. The RRG-CAP does not propose to demolish existing housing, and would therefore not result in the displacement of any existing housing or people living in the City. Many</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>
development projects in the City of Riverside identified in the RRG-CAP would be required to undergo CEQA analysis (or further CEQA analysis) to identify any project-specific impacts and mitigation measures associated with population and housing or growth-inducing impacts, prior to final discretionary approval.				
<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"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>14 a, b, c, d and e. Response:</b> (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1; Figure PS-8 – Neighborhood Policing Centers; FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, Table 5.13-G – Student Generation for RUSD and AUSD By Education Level, and Figure 5.13-4 – Other School District Boundaries; 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; 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>Less Than Significant Impact.</b> The RRG-CAP encourages the City to locate its planned future growth along existing transportation corridors, and within existing commercial, residential, and industrial areas, and encourages high-density and mixed-use development within these areas. The RRG-CAP does not propose to develop any housing or new commercial development; therefore, the RRG-CAP would not induce substantial unplanned population growth that would affect the City’s ability to provide public services. Many projects proposed as a result of policies in the RRG-CAP would be required to undergo CEQA analysis (or further CEQA analysis) to identify project-specific impacts to public services and any feasible mitigation measures, prior to final discretionary approval. In addition, MM PS 1 from the General Plan 2025 Program EIR would require Crime Prevention Through Environmental Design (CPTED) practices to be applied to all development projects.</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"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15 a and b. 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,</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>Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)</i>				
<p><b>No Impact.</b> The RRG-CAP encourages the City to locate its planned future growth along existing transportation corridors, and within existing commercial, residential, and industrial areas, and encourages high-density and mixed-use development within these areas. The RRG-CAP does not propose to develop any housing or new commercial development; therefore, the RRG-CAP would not induce substantial unplanned population growth that would affect the City's ability to provide public services. Many projects proposed as a result of policies in the RRG-CAP would be required to undergo CEQA analysis (or further CEQA analysis) to identify project-specific impacts to public services and any feasible mitigation measures, prior to final discretionary approval.</p>				
<p><b>16. TRANSPORTATION/TRAFFIC.</b> Would the project result in:</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e. Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16 a - f. Response:</b> (Source: <i>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!; 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 General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas</i>)</p>				
<p><b>Less Than Significant Impact.</b> Projects that could be proposed after RRG-CAP implementation include the proposed streetcar system, designated pedestrian only areas, expanded or new solid waste facilities, and electric vehicle and alternative fuel infrastructure. The RRG-CAP would indirectly encourage the installation of large- and small-scale renewable energy systems throughout Riverside. Three measures in the RRG-CAP, Measures T-6, T-7, and T-20, rely on increased land use</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>densities in Riverside. These measures would not be implemented before the completion of future General Plan, Zoning Code and specific plan updates, wherein specific locations for increasing density, encouraging mixed-use development, and identifying eco-corridors would be determined. These locations would primarily be located within existing commercial, office, and industrial areas and along established transportation corridors.</p>				
<p>Such projects could result in significant impacts if they were to result in changes to the transportation system that conflicted with applicable plans, or resulted in traffic delays due to temporary or permanent street closures during construction or operational project phases. Other measures in the RRG-CAP estimate the GHG reduction potential of transportation infrastructure projects that have been proposed in other plans, such as the City’s Bicycle Master Plan and at the regional level in SCAG’s 2012 RTP/SCS, and have previously been analyzed for environmental effects at a programmatic level.</p>				
<p>Many development projects in the City of Riverside would be required to undergo CEQA analysis (or further CEQA analysis) to identify project-specific impacts and mitigation measures, prior to final discretionary approval. The RRG-CAP does not propose to develop any of these projects, but quantifies the associated GHG reduction benefit from these actions. All development projects that would be consistent with the RRG-CAP measures, and other local and regional efforts discussed in the RRG-CAP, would be subject to the following General Plan 2025 Program FEIR mitigation measures, which would reduce impacts of these projects, where feasible:</p>				
<ul style="list-style-type: none"> <li>• MM Trans 1 requiring a traffic study for projects that generate 50 or more trips under certain conditions; and</li> <li>• MM Trans 2 pertaining to railroad crossings.</li> </ul>				
<p><b>17. UTILITIES AND SYSTEM SERVICES.</b> 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. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>g. Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17 a through g. Response:</b> <i>(Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMW) Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR; 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</i></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><i>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, FPEIR Figure 5.16-2 - Drainage Facilities.)</i></p>				
<p><b>Less Than Significant Impact.</b> The RRG-CAP encourages the City to locate its planned future growth along existing transportation corridors, and within existing commercial, residential, and industrial areas that are already well served by utilities and service systems. The RRG-CAP does not propose to develop any housing or new commercial development; therefore, the RRG-CAP would not induce substantial unplanned population growth that would necessitate the expansion of existing wastewater, water, stormwater, and landfills systems and facilities. RRG-CAP measures pertaining to solid waste rely on the expansion of existing facilities to accommodate additional organic waste; these measures would extend the useful life of existing landfills and help the City comply with federal, state, and local statutes related to solid waste. The RRG-CAP commits the City to planting shade trees and expanding its urban forest (Measure E-2), which could increase water use. This increase is anticipated to be less than significant, in that all new landscaping will be subject to the City's Water Efficient Landscape and Irrigation Ordinance. In December of 2015, the City Council adopted an update to the City's WELO in compliance with Governor Brown's Executive Order EO B-29-15, water conservation mandates to address severe drought conditions statewide and to be at least as effective in conserving water as the latest State Model Water Efficient Landscape Ordinance (MWELo) adopted by the State in July, 2015. As a result of the City's WELO requirements, the planting of a greater number shade trees and expansion of the City's urban forest would be required to meet requirements for low water use landscaping (including low water use trees) along with greater restrictions and prohibition of high water use plant materials such as turf, and similar types of landscaping requiring overhead irrigation. Therefore, increase in water use as a result of Measure E-2 will be less than significant.</p> <p>Any projects that would be consistent with the RRG-CAP, such as the expansion of existing solid waste facilities, would be required to undergo CEQA analysis (or further CEQA analysis) to identify project-specific impacts to public services and any feasible mitigation measures, prior to final discretionary approval.</p>				
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
<p>a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>18a. Response:</b></p> <p><b>Less Than Significant Impact.</b> Potential impacts to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study. Additionally, potential impacts related to cultural, archaeological, paleontological, and cultural 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 the project was found to have a less than significant impact with incorporation of mitigation measures from the General Plan 2025 Final Programmatic EIR.</p>				
<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)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>18b. Response: (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</b></p> <p><b>Less Than Significant Impact with Mitigation.</b> Cumulative impacts are considered less than significant because the City</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>does not intend to use the RRG-CAP for tiering of development projects, because the RRG-CAP is a policy document that does not propose any development, and because certain RRG-CAP measures such as those addressing increased density would be voluntary rather than mandatory, cumulative impacts for the project are considered to be less than significant. In addition, the City’s General Plan 2025, adopted November 2007, includes Policy AQ-8.4, which requires the City to “Develop a Climate Action Plan that sets a schedule to complete an inventory of municipal and private greenhouse gas (GHG) emissions, sets targets for reductions and methodologies to reach targets” (City of Riverside GP 2025, 2007). Because a Climate Action Plan was identified in the General Plan, the City can use CEQA’s provision for tiering to address potentially significant impacts. In other words, the City may prepare an IS/MND for the RRG-CAP which tiers from and relies upon the analysis and mitigation measures presented in the EIR prepared for the General Plan 2025.</p> <p>Measures in the RRG-CAP would support and implement General Plan goals, objectives, and policies that address sustainability, global warming, and energy. As summarized above, many reduction measures would either have no physical effect on the environment or effects have been reviewed under prior CEQA documentation; however, other measures, such as measures that rely on increased density (measures T-6, T-7, and T-20) could directly or indirectly result in physical changes to the environment. The proposed CAP does not include any actions which identify the location or scope of any particular project, or authorize the approval of such projects. RRG-CAP measures T-6, T-7, and T-20 would be voluntary, not mandatory, and would not authorize or result in increases in density from revision of the Zoning Code and specific plan updates which are the basis for these measures. Subsequent program, project, and site-specific CEQA analysis will be conducted, as necessary.</p>				
<p>c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>18c. Response:</b>  <b>Less Than Significant Impact with Mitigation.</b> Cumulative impacts are considered less than significant because the City does not intend to use the RRG-CAP for tiering of development projects, because the RRG-CAP is a policy document that does not propose any development, and because certain RRG-CAP measures such as those addressing increased density would be voluntary rather than mandatory, cumulative impacts for the project are considered to be less than significant. In addition, the City’s General Plan 2025, adopted November 2007, includes Policy AQ-8.4, which requires the City to “Develop a Climate Action Plan that sets a schedule to complete an inventory of municipal and private greenhouse gas (GHG) emissions, sets targets for reductions and methodologies to reach targets” (City of Riverside GP 2025, 2007). Because a Climate Action Plan was identified in the General Plan, the City can use CEQA’s provision for tiering to address potentially significant impacts. In other words, the City may prepare an IS/MND for the RRG-CAP which tiers from and relies upon the analysis and mitigation measures presented in the EIR prepared for the General Plan 2025.</p> <p>Measures in the RRG-CAP would support and implement General Plan goals, objectives, and policies that address sustainability, global warming, and energy. As summarized above, many reduction measures would either have no physical effect on the environment or effects have been reviewed under prior CEQA documentation; however, other measures, such as measures that rely on increased density (measures T-6, T-7, and T-20) could directly or indirectly result in physical changes to the environment. The proposed CAP does not include any actions which identify the location or scope of any particular project, or authorize the approval of such projects. RRG-CAP measures T-6, T-7, and T-20 would be voluntary, not mandatory, and would not authorize or result in increases in density from revision of the Zoning Code and specific plan updates which are the basis for these measures. Subsequent program, project, and site-specific CEQA analysis will be conducted, as necessary. As discussed in previous sections of this Initial Study, the project will have <b>no</b> environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.</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).

**Mitigation Monitoring Program**  
**Mitigation Measures Tiered from the General Plan 2025 FPEIR**

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<b>Aesthetics</b>	<b>MM Aes 1:</b> To further reduce impacts related to light pollution, the City shall require at the time of issuance of building permits all development which introduces light sources, or modifications to existing light sources, to have shielding devices or other light pollution limiting characteristics such as hoods or lumen restrictions.	Prior to issuance of building permits for individual projects.	Planning Division Building & Safety Division	Site Plan Review and Issuance of Building Permits.
<b>Air Quality</b>	<b>MM Air 1:</b> To mitigate for potential adverse impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available URBEMIS model, or other methods sanctioned by SCQMD. The analysis of construction-related air quality impacts shall be included in the development project's CEQA analysis, including recommended mitigation measures. Proposed mitigation measures may include extending the construction period as feasible in order to ensure air quality thresholds are not exceeded. The analysis shall address pollution levels near sensitive receptors and require mitigation to reduce emissions.	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.

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

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
Air Quality	<p><b>MM Air 2:</b> To mitigate for potential adverse impacts resulting from construction activities, development projects must abide by the SCAQMD's Rule 403 concerning Best Management Practices for construction sites in order to reduce emissions during the construction phase. Measures may include:</p> <ul style="list-style-type: none"> <li>• Development of a construction traffic management program that includes, but is not limited to, rerouting construction related traffic off congested streets, consolidating truck deliveries, and providing temporary dedicated turn lanes for movement of construction traffic to and from site;</li> <li>• Sweep streets at the end of the day if visible soil material is carried onto adjacent paved public roads;</li> <li>• Wash off trucks and other equipment leaving the site;</li> <li>• Replace ground cover in disturbed areas immediately after construction;</li> <li>• Keep disturbed/loose soil moist at all times;</li> <li>• Suspend all grading activities when wind speeds exceed 25 miles per hour;</li> <li>• Enforce a 15 mile per hour speed limit on unpaved portions of the construction site.</li> </ul>	Issuance of grading plans.	Public Works Department	Construction Inspection.
	<p><b>MM Air 4:</b> To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.</p>	Prior to issuance of grading and/or building permits.	Building & Safety Division Public Works Department	Proof of power source to be provided from electric service provider.
	<p><b>MM Air 5:</b> To reduce construction related particulate matter air quality impacts of City projects the following measures shall be required:</p> <ol style="list-style-type: none"> <li>1. the generation of dust shall be controlled as required by the AQMD;</li> <li>2. grading activities shall cease during periods of high winds (greater than 25 mph);</li> <li>3. trucks hauling soil, dirt or other emissive</li> </ol>	<p>Prior to issuance of individual grading and/or building permit.</p> <p>The plan for traffic control shall be submitted with the grading and/or building plans.</p>	Public Works Department	Construction Inspection.

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and</p> <p>4. the contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approved traffic control plan.</p>			
	<p><b>MM Air 6:</b> Within a year of adoption of the General Plan 2025 Program the City will implement the Good Neighbor Guidelines prepared by Western Riverside Council of Governments in coordination with the South Coast Air Quality Management District. Implementation of these Guidelines will include, but are not limited to, measures to:</p> <ul style="list-style-type: none"> <li>• minimize exposure to diesel emissions to neighbors in close proximity to a warehouse/distribution center;</li> <li>• substantially eliminate diesel trucks from unnecessarily traversing through residential neighborhoods; and</li> <li>• reduce diesel idling within the warehouse/distribution center.</li> </ul>	<p>Within a year of adoption of the General Plan 2025.</p>	<p>Planning Division</p>	<p>General Plan Progress Report.</p>

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p><b>MM Air 7:</b> As part of the CEQA process, the City shall require proposed development projects with potential operational air quality impacts to identify and mitigate those impacts. To ensure proper characterization and mitigation of those impacts, regional impacts shall be analyzed using the latest available URBEMIS model, or other analytical method determined in conjunction with the SCAQMD. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation. Mitigation should reduce identified impacts to the maximum extent feasible using, among others, measures identified in the Air Quality Element Policies of the General Plan and the most recent Air Quality Management Plan as well as mitigation from the most recent CEQA Air Quality Handbook available at the SCAQMD. Example topics include, but are not limited to, energy conservation, reduction of vehicle miles traveled overall trip reduction, and reduction of particulate matter.</p>	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.
	<p><b>MM Air 11:</b> For all new residential projects located within 1,000-feet of any freeway full disclosure shall be provided on all rental, lease and sale documents to future tenants and/or buyers of a potential increased cancer risk due to the proximity of the freeway.</p>	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.
	<p><b>MM Air 13: Policy AQ-3.4:</b> Require projects to mitigate, to the extent feasible, anticipated emissions which exceed AQMP Guidelines.</p>	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<b>Biological Resources</b>	<p><b>MM Bio 1:</b> Potential direct and indirect impacts to Federal Species of Concern, California Species of Special Concern, California Species Animals or plants on lists one through four of the California Native Plant Society (CNPS) Inventory and not covered under the MSHCP are considered potentially significant without mitigation. To reduce potential significant impacts to these sensitive species, habitat assessment shall be prepared by a qualified biologist for projects located on undeveloped sites. The report shall be submitted to the City Planning Division prior to issuance of grading permits.</p> <ul style="list-style-type: none"> <li>• If the findings of the habitat assessment show no sensitive species or suitable habitat occur on site, and then no additional surveys or mitigation measures are required.</li> <li>• If the potential for sensitive species exist or suitable habitat exists on site, focused surveys or mitigation, if identified in the habitat assessment, shall be completed. Focused surveys conducted in the appropriate season for each species, as identified in the habitat assessment report, shall be conducted to determine presence/absence status.</li> <li>• If no sensitive species are identified through focused surveys, then no additional surveys or mitigation measures are required.</li> <li>• If sensitive species are found on site and are not avoided by project design, then additional mitigation measures as recommended by a qualified biologist and approved by the City of Riverside shall be implemented.</li> </ul>	Site-Specific Environmental Review and/or prior to the issuance of a grading permit.	Planning Division	Compliance with Project Conditions of Approval
	<p><b>MM Bio 2: Policy LU-4.2:</b> Enforce the hillside grading provisions of the City's Grading Code (Title 17) to minimize ground disturbance associated with hillside development; respect existing land contours to maximum feasible extent.</p>	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p><b>MM Bio 3: Policy LU-5.3:</b> Encourage that any crossings of the City’s major arroyos and undisturbed blue-line streams are span bridges or soft bottom arch culverts that minimize disturbance of the ground and any wetland area. At grade crossings are strongly discouraged in major arroyos. To minimize disturbance of the arroyo the design will take into consideration aesthetics, biological, hydrological and permitting (i.e. MSHCP, ACOE, DFG, etc.) requirements to promote the free movement of water and wildlife. In addition, areas of the arroyo disturbed by construction will be restored consistent with requirements of the MSHCP, as well as the ACOE’s 404 Permit Program and DFG’s Streambed Alteration Agreement Program as applicable.</p>	<p>Site-Specific Environmental Review.</p>	<p>Planning Division</p>	<p>Compliance with Project Conditions of Approval.</p>
	<p><b>MM Bio 4:</b> Policy LU-7.3: Continue to require natural open space easements in conjunction with new development in hillside and arroyo areas over non-graded areas of the development.</p>	<p>Site-Specific Environmental Review.</p>	<p>Planning Division</p>	<p>Compliance with Project Conditions of Approval.</p>
<p><b>Cultural Resources</b></p>	<p><b>MM Cultural 1:</b> The City shall actively pursue a survey program to identify and document prehistoric and historical archaeological sites and sites containing Native American human remains. Although a comprehensive survey program may not be economically feasible by the City, the City shall require that all areas slated for development or other ground disturbing activities be surveyed for archaeological resources by qualified individuals who meet the Secretary of the Interior’s Standards and Guidelines regarding archaeological activities and methods prior to the City’s approval of project plans. If potentially significant prehistoric archaeological resources are encountered during the archaeological survey, the City shall require that the project proponent consult with Native American Heritage Commission in Sacramento to acquire a list of the appropriate Native American tribes that may have an interest in these resources; consultation with these Native Americans Tribes shall also be</p>	<p>Site-Specific Environmental Review and/or prior to the issuance of a demolition, grading and/or building permit.</p>	<p>Planning Division  Public Works Department</p>	<p>Compliance with Project Conditions of Approval.</p>

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	undertaken.			
	<b>MM Cultural 2:</b> Avoidance is the preferred treatment for known prehistoric and historical archaeological sites and sites containing Native American human remains. Where feasible, project plans shall be developed to avoid known archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the site shall be landscaped in a manner which will ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.	Site-Specific Environmental Review and/or prior to the issuance of a demolition and/or grading permit.	Planning Division Public Works Department	Compliance with Project Conditions of Approval.
	<b>MM Cultural 3:</b> If, after consultation with the appropriate Tribe, the project archaeologist and the project engineer/architect, and in accordance with the law, avoidance and/or preservation in place of known prehistoric and historical archaeological resources and sites containing Native American human remains are not feasible management options,	Prior to issuance of grading permit.	Planning Division	Issuance of grading permit.

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>the following mitigation measures shall be initiated:</p> <p>a. Prior to the issuance of a grading permit for a project, the City’s consultant shall develop a Phase II (i.e., test-level) Research Design detailing how the archaeological resources investigation will be executed and providing specific research questions that will be addressed through the Phase II Testing Program. In general terms, the Phase II Testing Program should be designed to define site boundaries further and to assess the structure, content, nature, and depth of subsurface cultural deposits and features. Emphasis should also be placed on assessing site integrity, cultural significance and the site’s potential to address regional archaeological research questions. These data should be used for two purposes: to discuss culturally sensitive recovery options with the appropriate Tribe(s) if the resource is of Native American origins, and to address the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the cultural resource and make recommendations as to the suitability of the resource for listing on either Register. The Research Design shall be submitted to the City’s Cultural Heritage Board and/or Cultural Heritage Board staff and the appropriate Tribe for review and comment. Tribal comments must be received by the City Planning Division within 45 days. The City shall consider all comments, require revisions, if deemed necessary by the report writer and approve a final Research Design which shall be implemented. For sites determined ineligible for listing on either the CRHR or NRHP, execution of the Phase II Testing Program would suffice as the necessary level of data recovery and mitigation of project impacts to</p>			

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	<p>this resource.</p> <p>b. A participant-observer from the appropriate Native American Band or Tribe shall be used during all archaeological excavations involving sites of Native American concern.</p> <p>c. After approval of the Research Design and prior to the issuance of a grading permit, the City's consultant shall complete the Phase II Testing Program as specified in the Research Design. The results of this Program shall be presented in a technical report that follows the County of Riverside's Outline for Archaeological Testing. The Phase II Report shall be submitted to the appropriate Tribe and the City's Cultural Heritage Board for review and comment.</p> <p>d. If the cultural resource is identified as being potentially eligible for either the CRHR or NRHP, a Phase III Data Recovery Program to mitigate project effects should be initiated. The Data Recovery Treatment Plan detailing the objectives of the Phase III Program should be developed, in consultation with the appropriate Tribe, and contain specific testable hypotheses pertinent to the Research Design and relative to the sites under study. The Phase III Data Recovery Treatment Plan should be submitted to the City's Cultural Heritage Board and/or the Cultural Heritage Board's staff and the appropriate Tribe for review and comment. Tribal comments must be received by the City Planning Division within 45 days. The City shall consider all comments, require revisions, if deemed necessary by the report writer and approve a final Treatment Plan which shall be implemented.</p> <p>e. After approval of the Treatment Plan, the Phase III Data Recovery Program for affected, eligible sites should be completed. Typically, a Phase III Data Recovery Program involves the</p>			

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	<p>excavation of a statistically representative sample of the site to preserve those resource values that qualify the site as being eligible for listing on the CRHR or NRHP. Again, a participant-observer from the appropriate Native American Band or Tribe shall be used during archaeological data-recovery excavations involving sites of Native American concern. At the conclusion of the Phase III Program, a Phase III Data Recovery Report should be prepared, following the County of Riverside's Outline for Archaeological Mitigation or Data Recovery. The Phase III Data Recovery Report should be submitted to the appropriate Tribe and the City's Cultural Heritage Board for review.</p> <p>f. All archaeological materials recovered during implementation of the Phase II Testing or Phase III Data Recovery programs would be subject to analysis and/or processing as outlined in the Treatment Plan. If materials are of the type which will be transferred to a curation facility, they should be cleaned, described in detail, and analyzed including laboratory and analytical analysis. Materials to be curated may include archaeological specimens and samples, field notes, feature and burial records, maps, plans, profile drawings, photo logs, photographic negatives, consultants' reports of special studies, and copies of the final technical reports. All project related collections subject to curation should be suitably packaged and transferred to facility that meets the standards of 36 CFR 79 for long-term storage. Culturally sensitive treatment of certain artifacts may require treatment other than curation and as specified in the Treatment Plan, but it should be noted that provisions of the Native American Graves Protection Repatriation Act (NAGPRA) pertaining to Native American burials, sacred</p>			

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	<p>objects, and objects of cultural patrimony would come into effect when ownership of the collections transfer to a curation repository that receives Federal funding, unless otherwise agreed to with non-curation methods of treatment.</p> <p>The project proponent should bear the expense of identification, evaluation, and treatment of all cultural resources directly or indirectly affected by project-related construction activity. Such expenses may include, archaeological and Native American monitoring, pre-field planning, field work, post-field analysis, research, interim and summary report preparation, and final report production (including draft and final versions), and costs associated with the curation of project documentation and the associated artifact collections. On behalf of the City and the project proponent, the final technical reports detailing the results of the Phase II Testing or Phase III Data Recovery programs should be submitted to the appropriate Native American Tribe and to the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) for their information and where it would be available to other researchers.</p>			
	<p><b>MM Cultural 4:</b> The following mitigation measures should be implemented to reduce project-related adverse impacts to archaeological resources and sites containing Native American human remains that may be inadvertently discovered during construction of projects proposed in the City's General Plan Update:</p> <p>a. In areas of archaeological sensitivity, including those that may contain buried Native American human remains, a registered professional archaeologist and a representative of the culturally affiliated Native American Tribe, with knowledge in cultural resources, should</p>	<p>Prior to issuance of grading permit.</p>	<p>Individual grading contractors</p> <p>Registered Professional Archaeologist</p>	<p>Compliance with Project Conditions of Approval.</p> <p>Final report to City Planning Division from archeologist; if resources are found.</p>

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	<p>monitor all project-related ground disturbing activities that extend into natural sediments in areas determined to have high archaeological sensitivity.</p> <p>b. If buried archaeological resources are uncovered during construction, all work must be halted in the vicinity of the discovery until a registered professional archaeologist can visit the site of discovery and assess the significance and origin of the archaeological resource. If the resource is determined to be of Native American origin, the Tribe shall be consulted. If the archaeological resource is determined to be a potentially significant cultural resource, the City, in consultation with the project archaeologist and the Tribe, shall determine the course of action which may include data recovery, retention in situ, or other appropriate treatment and mitigation depending on the resources discovered.</p> <p>In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, <i>State CEQA Guidelines</i> 15064.5(e), and Public Resources Code 5097.98 <u>must</u> be implemented. Specifically, in accordance with Public Resources Code (PRC) Section 5097.98, the Riverside County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC Section 5097.98. The NAHC will then designate a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD</p>			

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	<p>then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification. Whenever the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the MLD and the mediation provided for in subdivision (k) of PRC Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>			
<p><b>Cultural Resources</b></p>	<p><b>MM Cultural 5:</b> To address potential impacts to historic resources that may be adversely affected by future development allowed by the proposed project, mitigation including, but not limited to, the following shall be considered:</p> <p>For adverse impacts to individual historic resources, such as: those on the National Register, California Register or City Landmark, Structure of Merit eligible, mitigation considered shall include in the order of preference:</p> <ol style="list-style-type: none"> <li>a. Avoidance.</li> <li>b. Changes to the structure provided pursuant to the Secretary of Interior’s Standards.</li> <li>c. Relocation of the Structure.</li> <li>d. Recordation of the structure to HABS/HAER standard if demolition is allowed.</li> </ol> <p>For adverse impacts to a City designated Historic District, mitigation considered shall include, but not limited to, in order of preference:</p> <ol style="list-style-type: none"> <li>a. Avoidance.</li> <li>b. Recordation of the properties to HABS/HAER standard if demolition is allowed.</li> </ol>	<p>Site-Specific Environmental Review and/or prior to the issuance of a grading permit.</p>	<p>Planning Division Public Works Department</p>	<p>Compliance with Project Conditions of Approval.</p>

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	Demolition is to be considered only if mitigation as described above is not feasible.			
	<p><b>MM Cultural 6:</b> Any application for projects within the Magnolia Avenue Specific Plan (MASP) boundaries for all undeveloped properties and for developed properties where the project application indicates the need for extensive excavation to a depth reaching native (i.e., previously undisturbed) soils, as determined by a geological survey, a requirement of the application will be the following:</p> <p>a. Evaluation of the site by a qualified archaeologist retained by the Project applicant(s), which would include at a minimum a records search, a Phase I walkover survey, and preparation of an archeological report containing the results of this evaluation. No further action is necessary unless the Phase I survey determines that a Phase II/III survey(s) are necessary. If a Phase II/III are necessary the following conditions of approval shall apply:</p> <p>i. Prior to issuance of grading permit(s) for the Project, a Project applicant shall retain an archaeological monitor to monitor all ground-disturbing activities to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.</p> <p>b. At least 30 days prior to seeking a grading permit, a Project applicant shall contact the Pechanga Tribe and all other affiliated Native American tribes to notify the Tribes of grading, excavation and the monitoring program, and to coordinate with the City and the Tribe(s) to</p>	Site-Specific Environmental Review and/or prior to the issuance of a grading permit.	Planning Division  Public Works Department	Compliance with Project Conditions of Approval.

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p>develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities: project grading and development scheduling; terms of compensation, and treatment of final disposition of any cultural resources, sacred sites and human remains discovered on the site.</p> <p>c. Prior to issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in (c) above, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Tribe(s) in order to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and groundbreaking activities and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.</p> <p>d. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to the origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final</p>			

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	<p>decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant” (MLD). The MLD shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.</p> <p>e. The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project to the MLD for proper treatment and disposition.</p> <p>f. All sacred sites shall be avoided and preserved as the preferred mitigation.</p> <p>g. If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Project applicant(s)/developer, the project archaeologist and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the project applicant and the Tribe(s) cannot agree on the significance or the mitigation for such resources, these items will be presented to the City for decision. The City shall make the determination based on the provisions of the California Environmental Quality Act (CEQA) with respect to archaeological resources and shall take into account the religious beliefs, customs and practices of the Tribe(s).</p>			

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<b>Geology &amp; Soils</b>	<b>MM Geo 1:</b> To mitigate any potential adverse effects related to use of septic systems in new development, prior to approval of any discretionary action presented to the City of Riverside, an investigation shall be conducted by a registered hydrologist and geotechnical or soils engineer that addresses the site's suitability for septic systems and its impact to groundwater supplies, if such systems are proposed. Also, lots must be at least one acre in size. Approval must come from the County of Riverside Environmental Health Department and the Water Quality Control Board.	Site-Specific Environmental Review where the project is requesting the use of septic system.	Planning Division Building & Safety Division Public Works Department County of Riverside Environmental Health Department State Regional Water Quality Control Board	Issuance of approvals/ permits from the County of Riverside Environmental Health Department and State Regional Water Quality Control Board.
<b>Hazards and Hazardous Materials</b>	<b>MM Haz 1:</b> To reduce project-related adverse impacts to sites containing hazardous materials and/or sites where known hazardous materials contamination may have existed that may be inadvertently discovered during construction of projects soils testing shall be conducted by a qualified soils engineer and submitted to the City for the evaluation of hazardous chemical levels in the soil. The report submitted to the City should indicate if remediation of the soils is necessary to achieve less than significant levels of hazardous chemical in the soils. Proper investigation, and remedial actions, if necessary, including a workplan should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.	Site-Specific Environmental Review.	Planning Division County of Riverside Environmental Health Department	Compliance with Project Conditions of Approval.

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p><b>MM Haz 2:</b> All sites where the last known use was agriculture or related activities, including where weed abatement occurred, might contain pesticides, herbicides, agricultural chemical, organic waste or other related residue in onsite soil. Soils testing shall be conducted by a qualified soils engineer and submitted to the City for the evaluation of hazardous chemical levels in the soil. The report submitted to the City should indicate if remediation of the soils is necessary to achieve less than significant levels of hazardous chemical in the soils. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.</p>	Site-Specific Environmental Review.	Planning Division  County of Riverside Environmental Health Department	Compliance with Project Conditions of Approval.
	<p><b>MM Haz 3:</b> Within six months of adoption of the General Plan 2025 Program, the City shall include a notification on the demolition application form to inform the applicant of the potential applicability of the EPA's Universal Waste Rule and the California Code of Regulations, and that it is the applicant's responsibility to comply with any applicable regulations.</p>	Within six months of adoption of the General Plan 2025 Program.	Planning Division	General Plan Progress Report.
Noise	<p><b>MM Noise 1:</b> To minimize impacts resulting from or to proposed projects such that noise levels exceed General Plan Noise Element standards, projects shall be reviewed against the noise compatibility matrix in the Noise Element of the General Plan (Table 5.11-D, of the FEIR) and Figures of the General Plan to determine suitability of the use in relation to adjacent land uses and noise sources such as roadways, freeways, and airports. To the extent required by the compatibility matrix or one of the figures, a noise study shall be required to evaluate noise levels against standards and to recommend suitable mitigation consistent with Title 24 regulations and the City's Noise Code. Mitigation may include but not be limited to: walls, berms, interior noise insulation, double paned windows, or other noise</p>	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	mitigation measures as appropriate, in the design of new residential or other noise sensitive land uses. <b>MM Noise 2:</b> To reduce impacts from transportation related noise, the City shall identify and enforce routes where vehicles are limited by weight, enforce speed limits, and commit to identifying roads where speed limit reductions can address noise.	By January 1, 2010.	Public Works Department	General Plan Progress Report.
	<b>MM Noise 3:</b> To minimize impacts to proposed projects located next to the railroad tracks where noise and vibration impacts may be significant, a noise and vibration study shall be required to evaluate possible impacts and to recommend suitable mitigation consistent with Title 24 regulations and the City's Noise Code. Mitigation may include but not limited to: walls, berm, interior noise insulation, double paned windows, or other noise and vibration measures as appropriate, in the design of new land uses.	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.
	<b>MM Noise 4:</b> To mitigate for temporary noise from construction activities to existing sensitive receptors when a variance is granted related to construction times, additional measures shall be applied by the City, to the extent feasible, to reduce noise impacts to sensitive receptors. Additional measures could include, but are not limited to: locating work at night away from sensitive receptors, limiting the duration of work needing to be completed under the variance, and ensuring construction equipment is properly fitted and maintained with mufflers.	During Construction.	Planning Division Public Works Department.	Compliance with Project Conditions of Approval.
	<b>MM Noise 5:</b> Policy N-1-5: Avoid locating noise-sensitive land uses in existing and anticipated noise-impacted areas.	Site-Specific Environmental Review.	Planning Division	Compliance with Project Conditions of Approval.
	<b>MM Noise 6:</b> Policy N-4.1: Ensure that noise impacts generated by vehicular sources are minimized through the use of noise reduction features (e.g., earthen berms, landscaped walls, lowered streets, improved technology).	Site-Specific Environmental Review	Planning Division	Compliance with Project Conditions of Approval.
Public	<b>MM PS 1:</b> Crime Prevention Through	Site-Specific Environmental	Planning Division	Compliance with Project

Impact Category	GP2025 FPEIR Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
Services	Environmental Design (CPTED) will be applied to development projects requiring a Site Plan Review Permit and any other large development project proposed under the General Plan and MASP that the Zoning Administrator deems would benefit from such a review. The project will be required to be reviewed by RPD and Planning Division against CPTED principles. As long as these new development projects adhere to the needed principles in the CPTED, then impacts related to increased demand for police services will be reduced.	Review.	Police Department	Conditions of Approval.
Recreation	<b>MM Rec 1:</b> All future development shall provide developed parks as part of their project approvals at the discretion of the City Parks, Recreation and Community Services Department, or pay applicable Park Development Fees to the City of Riverside Parks, Recreation and Community Services Department prior to issuance of building permits.	Site-Specific Environmental Review.	Planning Division Parks, Recreation and Community Services Department	Compliance with Project Conditions of Approval.
	<b>MM Rec 2:</b> Park Development Impact Fees shall be re-evaluated on an annual basis to insure that the fees collected from new development appropriately pay for the development of the required park acreage.	Annually.	Parks, Recreation and Community Services Department	General Plan Progress Report.
Transportation	<b>MM Trans 1:</b> To reduce potential significant impacts to intersection LOS a project-specific traffic study shall be required for projects that generate 50 or more trips at an intersection at the PM peak hour, and for projects that affect intersections which currently, or as a result of a proposed development project, will operate at LOS E or F, to determine appropriate and feasible mitigation that shall be required by the City to reach LOS D, if possible considering existing conditions, site characteristics, economic feasibility, and other related factors.	Site-Specific Environmental Review.	Planning Division Public Works Department	Compliance with Project Conditions of Approval.

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	<p><b>MM Trans 2:</b> All trails that may be proposed to cross rail lines or within the railroad right-of-way will be coordinated and approved by the Public Utilities Commission (PUC) as required by law. In addition, any new trails proposed to be built outside of the railroad right-of-way but parallel to the tracks will be designed in such a manner to ensure pedestrian safety through the use of fencing and other materials.</p>	At time of trail proposal.	Public Works Department	Compliance with Project Conditions of Approval.

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