

Diagram and table for SNTS poles. The table lists pole heights from 10 to 30 feet and provides dimensions for various pole configurations. It also includes a note about cautioning any additional stress such as legs, banners, streamers, ropes, or any other such items are added to poles.

Diagram and table for SCA100 and RCA100 poles. The table lists pole heights from 10 to 30 feet and provides dimensions for various pole configurations. It also includes a note about cautioning any additional stress such as legs, banners, streamers, ropes, or any other such items are added to poles.


Diagram and table for SCA200 and RCA200 poles. The table lists pole heights from 10 to 30 feet and provides dimensions for various pole configurations. It also includes a note about cautioning any additional stress such as legs, banners, streamers, ropes, or any other such items are added to poles.

Diagram and table for SNTS poles. The table lists pole heights from 10 to 30 feet and provides dimensions for various pole configurations. It also includes a note about cautioning any additional stress such as legs, banners, streamers, ropes, or any other such items are added to poles.

Fixtures housing shall comply with cut-off shielding (NO UPLIGHTS) unless they're Category III lighting and off at 11:00pm; 4,050 lumens maximum output; and for LED a maximum 3K color temperature rating; and a complete site photometric and Title 24 exterior outside lighting calculations.

Professional engineering stamp and project information. Includes fields for Engineer of Work, RCE No., Expiration Date, and Project Description. The stamp is for APECO ENGINEERING, 328 N. STATE ST, HEMET, CA 92343.

VSC LED Specifications



Project Name: **EMPIRE PHARMACY**

Catalog Number:

Type:

The VSC LED wall mount fixture contains the unique continuous design that is related to the Visionaire Light Series. A continuous LED performance and advanced LED thermal management technology provides long life through efficient and sustainable lighting.

The LED performance and the color are guaranteed by mounting them in heat dissipative cast aluminum housing. See catalog for housing and mounting details.

The LED light assemblies come with 16, 32, or 64 LEDs.

See technical data sheet for complete details. Choose between 3000, 4000 or 5000 Kelvin temperature for the LEDs.

A durable polycarbonate powder coat finish is provided for five years, and is available in standard or custom colors.

Ordering Information									
MODEL	OPTICS	SOURCE	CURRENT	KELVIN	VOLTAGE	MOUNTING	FINISH	OPTIONS	
VSC-1	T1	16LC	3	3K	UNV	WM	BZ	PC-120	
	T2	32LC	5	4K	VCB	BM	PC-206		
	T3	48LC	10	5K	VCB	BM	PC-206		
	T4		7	5K	VCB	BM	PC-206		
	T5		10	5K	VCB	BM	PC-206		
	TSW		10	5K	VCB	BM	PC-206		
Options									
SWH									
WVC-20									
WVC-40									
WVC-60									
WVC-80									
WVC-100									
WVC-120									
WVC-140									
WVC-160									
WVC-180									
WVC-200									
WVC-220									
WVC-240									
WVC-260									
WVC-280									
WVC-300									
WVC-320									
WVC-340									
WVC-360									
WVC-380									
WVC-400									
WVC-420									
WVC-440									
WVC-460									
WVC-480									
WVC-500									
WVC-520									
WVC-540									
WVC-560									
WVC-580									
WVC-600									
WVC-620									
WVC-640									
WVC-660									
WVC-680									
WVC-700									
WVC-720									
WVC-740									
WVC-760									
WVC-780									
WVC-800									
WVC-820									
WVC-840									
WVC-860									
WVC-880									
WVC-900									
WVC-920									
WVC-940									
WVC-960									
WVC-980									
WVC-1000									

Features & Specifications

Heat Sink

- Cast aluminum heat sink with night cooling fins for thermal management.

Mounting/Driver Compartment

- Cast aluminum heat sink mounting/ driver compartment utilizes a quick mount/insert system ensuring for ease of maintenance and sealed with a one-piece gasket.

Thermal Management

- The VSC series provides excellent thermal management by mounting the LEDs to the substantial heat sink of the housing. This enables the Luminaire to withstand higher ambient temperatures and driver currents without degrading LED life.
- The LED test determines the point in an LED's life when it reaches 70 percent of its initial output. The VSC series LEDs have been determined to last 100,000+ hours in 20° C environments when driven at 350 mA.

Optical System

- The highest lumen output LEDs are utilized in the VSC series. See ES distribution Types are available. The optical system qualifies as E5 full cutoff to restrict light trespass, glare and light pollution.
- CRI values are 70.

Quali-Quant® Finish

- The finish is Quali-Quant® textured, chemically pretreated through a multiphase washer, electrocoat applied, thermoset polyester powder coat finish, with a minimum of 3.5 mils thickness. Finish is ovenbaked at 400° F to promote maximum adherence and finish hardness. All finishes are available in standard and custom colors.
- Finish is guaranteed for five (5) years.

Electrical Assembly

- The Visionaire LED series is supplied with a choice of 350, 500, 700, 1000 mA high performance LED drivers that accept 120v thru 480v, 50 Hz to 60Hz, input. Power factor of 90%, Rated for -50°C operations.
- Power factor of 90%.
- THD less than or equal to 20%.
- 10 MV surge protector supplied is standard.

Warranty

- Five (5) Year Limited Warranty on electrical components, Five (5) year on finish. For full warranty information, please visit visionairelighting.com

Options

- Button Type Photocell
- Emergency Battery Pack
- Motion Sensor
- 0-10 Volt Dimming Driver
- Back Plate
- Up-Light Orientation
- Back Plate
- Cut-Off Lower Shield

Listings

- The VSC series is cUL listed, suitable for wet locations.
- IP65 Rated
- Powder Coated Tough
- cUL Listed
- CA Certification

Designs by: Visionaire Lighting, Inc. (VLI) and its subsidiaries. Visionaire Lighting, Inc. (VLI) and its subsidiaries are not responsible for the design or construction of the product. Visionaire Lighting, Inc. (VLI) and its subsidiaries are not responsible for the design or construction of the product. Visionaire Lighting, Inc. (VLI) and its subsidiaries are not responsible for the design or construction of the product.

VSC LED Specifications

Photometric Optical Summary

Not all optics are feasible on all fixtures. Check ordering chart for availability.

Type I (T1)	Type II (T2)	Type III (T3)	Type IV (T4)	Type V (T5)	Type VI (T6)

Dimensions

Width: 14" x 14"

Depth: VSC-1 14 1/2"

Height: VSC-1 5"

Weight: 20 LBS

Standard Version

EBP Version

LED Specifications VSC																			
Model	Optic	Source	Current	Kelvin	Voltage	Mounting	Finish	Options	Weight	Width	Depth	Height	Area	Area	Area	Area	Area	Area	Area
VSC-1	T1	16LC	3	3K	UNV	WM	BZ	PC-120	14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T2	32LC	5	4K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T3	48LC	10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T4		7	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T5		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	TSW		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
VSC-2	T1	16LC	3	3K	UNV	WM	BZ	PC-120	14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T2	32LC	5	4K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T3	48LC	10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T4		7	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T5		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	TSW		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
VSC-3	T1	16LC	3	3K	UNV	WM	BZ	PC-120	14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T2	32LC	5	4K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T3	48LC	10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T4		7	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T5		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	TSW		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
VSC-4	T1	16LC	3	3K	UNV	WM	BZ	PC-120	14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T2	32LC	5	4K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T3	48LC	10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T4		7	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T5		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	TSW		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
VSC-5	T1	16LC	3	3K	UNV	WM	BZ	PC-120	14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T2	32LC	5	4K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T3	48LC	10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T4		7	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	T5		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
	TSW		10	5K	VCB	BM	PC-206		14.5	14.5	5.0	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5
For more information, please go to www.vsc.com or contact us directly at sales@vsc.com																			

18600 Ranchito Hwy • Ranchito, California, CA 92050 • Phone: 310-212-6480 / Fax: 310-212-5888
www.vsc.com



PROPOSED PLANT PALETTE

PLANTING LEGEND				
SYMBOL	PLANT NAME	SIZE	WUCOLS	QTY.
TREES				
T2	Chilopsis linearis Desert Willow	12'x12'	1	1
T3	Chilopsis linifolia 'Pink Dawn'	12'x12'	1	1
T5	Prosopis juliflora 'Thomson Hybrid'	12'x12'	1	1
SHRUBS				
S1	Agave 'Blue Glow'	12'x12'	1	1
S2	Agave 'Blue Glow'	12'x12'	1	1
S3	Agave 'Blue Glow'	12'x12'	1	1
S4	Agave 'Blue Glow'	12'x12'	1	1
S5	Agave 'Blue Glow'	12'x12'	1	1
S6	Agave 'Blue Glow'	12'x12'	1	1
S7	Agave 'Blue Glow'	12'x12'	1	1
S8	Agave 'Blue Glow'	12'x12'	1	1
S9	Agave 'Blue Glow'	12'x12'	1	1
S10	Agave 'Blue Glow'	12'x12'	1	1
S11	Agave 'Blue Glow'	12'x12'	1	1
G1	Agave 'Blue Glow'	12'x12'	1	1
VINE				
GROUND COVER				
G1	4" to 6" DIA. cobbles			

Riverside County Ordinance 859 Landscape Water Use Calculations
Riverside Pharmacy

1 Maximum Annual Water Allowance (MAWA)

INPUT the total square footage of landscape = 5,532 sq. ft.
INPUT the H2O ETo for the area = 56.37
MAWA = 18,993 cu ft / yr

2 Estimated Annual Water Use (EAWU)

Hydrozone #1 INPUT square footage of hydrozone = 0 INPUT Plant Factor = 0.2 POTTERY NOZZLES
INPUT hydrozone irrigation efficiency = 0.75 Green
EAWU = 0 cu ft / yr

Hydrozone #2 INPUT square footage of hydrozone = 5,532 sq. ft. INPUT Plant Factor = 0.2 POTTERY NOZZLES
INPUT hydrozone irrigation efficiency = 0.75 Green
EAWU = 1,000 cu ft / yr

Hydrozone #3 INPUT square footage of hydrozone = 233 sq. ft. INPUT Plant Factor = 0.2 POTTERY NOZZLES
INPUT hydrozone irrigation efficiency = 0.75 Green
EAWU = 254 cu ft / yr

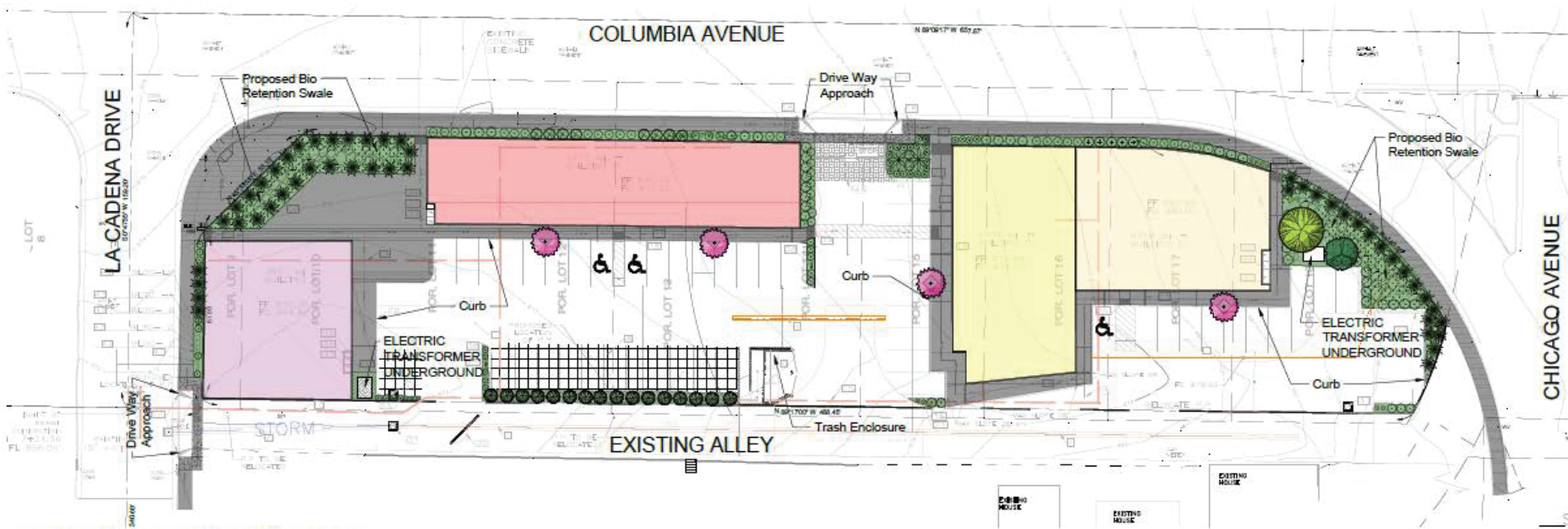
SubTotal EAWU = 5,758 cu ft / yr
Input Irrigation System Operation Factor = 0.85
Total EAWU = 6,374 cu ft / yr
MAWA - EAWU = 12,619 cu ft / yr
(this number must be positive)

PERCENTAGE OF WATER SAVED RELATIVE TO MAX. ALLOWED = 63%

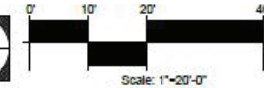
LANDSCAPE ARCHITECT



LandArq, Inc.
865 S. Milliken Ave. Suite E
Ontario, CA 91761
Phone: 909-259-9426
Email: fausto@landarq.com



EMPIRE PHARMACY PRELIMINARY LANDSCAPE PLAN



Scale: 1"=20'-0"
Date: 07/08/2019

FOR

EMPIRE PHARMACY
S/W CORNER OF CHICAGO & COLUMBIA AVENUE
OWNER: KHALID ALI
1340 MASSACHUSETTS AVENUE
RIVERSIDE, CA 92507

REVISIONS
DATE
BY
PLANNED
DRAWN
JOB NO.
SHEET NAME

SHEET NO.

SHEET 1 OF 1







Northside Improvement Association (NIA)

Established 1912

701 North Orange Street, Riverside, CA 92501

March 19th, 2020

Matthew Taylor, Associate Planner
City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522

Dear Mr. Taylor,

Permit **P19-0179-018** for **Columbia Ave Commercial Center / Empire Pharmacy.**

This is a letter to support a construction project that was presented by Mr. Ali at the Northside Improvement Association's (NIA) general meeting. Discussed was the proposed project located on the long vacant lot located at the corner of Columbia Avenue and E. La Cadena Drive. As presented to our organization the project will contain a pharmacy and other potential small local businesses such as a cleaners and doughnut shop. The future traffic flow was discussed and seems to be adequate for this type of project. We feel the project will be beneficial to the residents of the Northside and other customers of the future businesses.

Our board of directors and general membership at our March 9th, 2020 regular meeting voted to support this project.

If you have any questions, please call me at 951-312-4148 or email: bugoy77@att.net.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ron Courts'.

Ron Courts, Secretary
Northside Improvement Association

cc:
Kal Ali, Empire Pharmacy
Erin Edwards, City of Riverside Councilmember
Leonard Mercier, President Northside Improvement Association



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

DRAFT MITIGATED NEGATIVE DECLARATION

WARD: 1

1. **Case Numbers:** P19-0179 (General Plan Amendment), P19-0180 (Zoning Code Map Amendment), P19-0181 (Design Review) and P19-0182 (Variance)
2. **Project Title:** Columbia Avenue Commercial Center for Empire Pharmacy
3. **Lead Agency:** City of Riverside
Community & Economic Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, California 92522
4. **Contact Person:** Matthew Taylor, Associate Planner
Phone Number: (951) 826-5944
5. **Project Location:** 1800 Block of Columbia Avenue, on the south side of Columbia Avenue between East La Cadena Drive and Chicago Avenue, Riverside, CA 92507

APNs: (210-043-002-0, 210-043-005-3, 210-043-006-4, 210-043-007-5, 210-043-008-6, 210-043-009-7, 210-043-040-4, 210-043-041-5, 210-043-042-6)
6. **Project Applicant/Project Sponsor's Name and Address:**
Kahlid Ali on behalf of EMPIRE PHARMACY, INC.
714-553-0959
Empire Pharmacy
1340 Massachusetts Avenue
Riverside, CA 92507
7. **General Plan Designation:** Existing: MDR - Medium Density Residential
Proposed: C - Commercial
8. **Zoning:** Existing: R-1-7000 - Single-Family Residential Zone
Proposed: CR - Commercial Retail Zone

9. Description of Project:

The project site is a vacant plot of land on the south side 1800 block of Columbia Avenue between Chicago Avenue and East La Cadena drive on the border of Northside Neighborhood and Hunter Park as shown on **Figure 1**. The proposed Project involves the construction of a four-building commercial center on the approximately 1.15-acre site totaling not more than 18,294 square feet of floor area. Building A will comprise 3,851 square feet and will house one tenant. Building B will be 5,277 square feet and will house five tenants. Building C is proposed at 4,848 square feet and will house three tenants. Building D, at 4,318 square feet, will house one tenant. Surrounding land uses to the north of the site across Columbia Avenue include a fueling station, a self-storage facility, and one occupied single-family home. To the west of the site across Chicago Avenue is a lumber yard and to the east and south are single-family homes.

The project will require approval of an amendment to Land Use and Urban Design Element of the General Plan 2025 (GP 2025). Currently the GP 2025 designates the land use of the Project Site as MDR – Medium-Density Residential. The proposed Project would change the GP 2025 land use designation to C – Commercial, as depicted in **Figure 2**. A Zoning Code Map Amendment from R-1-7000 – Single-Family Residential to CR – Commercial Retail (**Figure 3**) is also proposed. Based on the size and shape of the Project site and site design for the commercial center, a Variance to reduce the required number of parking stalls is also proposed.

Access to the project site would be via an ingress/egress driveway off Columbia Avenue and through an adjacent public alley off East La Cadena Drive. City sidewalks will surround the center from the west, north and east. Pedestrian access to the project will be via walkways on the North-East and North-West corners. The project includes 53 standard parking stalls and 3 ADA-accessible parking stalls, as shown on the site plan, **Appendix F**. The commercial center, parking lot, and surroundings will include nighttime illumination by Palomar lights. There will be 3,948 square feet of landscaped area on the site (**Appendix G**).

The project will connect to Riverside Public Utilities for electricity from the alley to the south of the site. Onsite and offsite electric improvements will be made to accommodate this project and residential neighboring properties to the south of the alley. New power poles will be placed on the south side of the property as the alley will be right-of-way expanded from 16 feet to 20 feet wide. These power poles will provide service to the neighboring residential properties to the south. Two underground transformers will be installed onsite for all four buildings of this project.

The project will also connect to existing infrastructure provided by the City of Riverside for water, wastewater and storm water services at the south west corner of the property on East La Cadena Drive. The alley adjacent to the project on the south side will be widened to 20 feet and improved with asphalt paving and drainage to accommodate two-way traffic for the project and residential neighbors at the end of the alley.

The main tenant will be Empire Pharmacy, which will be in Building C. The remaining nine tenant spaces will be occupied by of general retail uses such as a convenience store and dry cleaner, as well as up to two quick-service restaurants. Empire Pharmacy is a home infusion pharmacy that compounds medication on site to be delivered to patient homes in the greater Southern California area. Patient and customer visits to the pharmacy are infrequent, as much of the business is delivered to patients' homes. The pharmacy will be open from 9:00 AM to 6:00 PM Monday through Friday.

Construction is planned to commence in fall 2020 and will last 9 months. In this time construction activities will include site preparation, grading, building construction, paving, and architectural detail work. All four buildings are planned to be constructed at one time so that the Project can open by Second Quarter 2021. At the same time, offsite improvements will include expansion of the alley adjacent to the property from the south from 16 feet to 20 feet. Installation of a “pork chop” island at the Columbia Avenue driveway is also proposed to limit ingress and egress to right turns only.

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

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Vacant	MDR – Medium Density Residential	R-1-7000 – Single-Family Residential
North	Vehicle fuel station, self-storage facility and single-unit dwelling	I – Industrial	BMP-SP – Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay; CG-SP – Commercial General and Specific Plan (Hunter Business Park) Overlay; R-1-7000-SP - Single-Family Residential and Specific Plan (Hunter Business Park) Overlay
East	Single-unit dwellings	MDR	R-1-7000
South	Single-unit dwellings	MDR	R-1-7000
West	Lumber yard	I	I-SP – General Industrial and Specific Plan (Hunter Business Park) Overlay Zone

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

- Riverside County Airport Land Use Commission (RCALUC)
- Regional Water Quality Control Board (RWQCB), Santa Ana Region – Storm Water Pollution Prevention Plan (SWPPP)
- RWQCB, Santa Ana Region – 401 Water Quality Certification – Waste Discharge Requirement (WDR)
- Southern California Air Quality Management District (SCAQMD)
- Real Property Services for the City of Riverside

12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significant impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes, consultation with Native American tribes is ongoing pursuant to AB 52 and SB 18.

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

- City of Riverside General Plan 2025 (GP 2025)
- City of Riverside GP 2025 Final Program Environmental Impact Report (FPEIR)

14. List of Appendices

Appendix A – Project Plans

Appendix B – Air Quality and Greenhouse Gas Assessment, Salem Engineering Group, October 2019

Appendix C – Cultural Resources Assessment, Rincon Consultants, February 2019

Appendix D – Preliminary Geotechnical Interpretive Report, Earth Strata Geotechnical Services, June 2018

Appendix E – Preliminary Hydraulics Study, APECO Engineering, June 2018.

Appendix F – Noise Study, Rincon Consultants, December 2019

Appendix G – Traffic Impact Study, K2 Traffic Engineering, May 2019

Appendix H – Preliminary Project-Specific Water Quality Management Plan, APECO Engineering, February 2019

15. 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"/> Energy |
| <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 Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

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

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

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

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

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

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

Signature _____

Date _____

Printed Name & Title Matthew Taylor, Associate Planner
Development Department

For City of Riverside Community & Economic

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

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

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
1a. Response: (Source: GP 2025 – Open Space and Conservation Element) No Impact. The Riverside General Plan identifies the peaks of Box Springs Mountain, Mount Rubidoux, Arlington Mountain, Alessandro Heights, and the La Sierra/Norco Hills as providing scenic view points of the City and region (City of Riverside 2007a). The project site is not located in any of the areas identified as having scenic viewpoints or vistas. The proposed site of this commercial center is currently a vacant lot. From the proposed site none of the identified vista points are currently visible prior to the proposed build out. Therefore, the proposed project will have no impact to a scenic vista directly, indirectly or cumulatively.				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
1b. Response: (Source: California Department of Transportation – Scenic Highways; GP 2025 Figure CCM-4 – Master Plan of Roadways) No Impact. According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System, the project site is not located on or near any state scenic. Therefore, there is no impact to scenic resources.				
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site the site and its surroundings? (Public views are those that are experienced from a publicly-accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>1c. Response: <i>(Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines, P18-180)</i></p> <p>No Impact. The proposed project consists of an infill project within an urbanized area completely surrounded by existing development. The project has been designed to be compatible with the surrounding area. This project will enhance the scenic quality of the area by covering up an alley that runs parallel to Columbia avenue on the south side of the project site. The addition of this commercial center and the addition of the landscape proposed will enhance the scenic quality of this area.</p> <p>From this project site there are currently no publicly accessible vantage points. This project will not violate any regulations governing scenic quality. Therefore, it will not degrade the existing visual character of the area and no impact directly, indirectly or cumulatively to the visual character or quality of the Planning Area will occur.</p> <p>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? <input type="checkbox"/> <input type="checkbox"/> X <input type="checkbox"/></p>				
<p>1d. Response: <i>(Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines)</i></p> <p>Less than Significant Impact. The project would not result in a new source of substantial light or glare which would adversely affect day or nighttime views as this project consists of four buildings and parking lot where any new lighting will be required to provide a minimum intensity of one foot candle and a maximum intensity of ten foot candles at ground level throughout the areas serving the public and areas used for parking, with a ratio of average light to minimum light of four to one (4:1). The light sources will be required to be shielded to minimize off-site glare and must not direct light skyward and must be directed away from adjacent properties and public rights-of-way. If lights are proposed to be mounted on the convenience store building, down lights must be utilized. Light poles must not exceed twenty (20) feet in height. Low-pressure sodium lights with a max of 4050 lumens will be the preferred method of illumination. Lighting on the south side of the site will illuminate the parking lot and areas to the north of the alley on the site plan, pointing away from residential neighbors. As such, this project will have a less than significant impact directly, indirectly, or cumulatively which adversely affects day or nighttime views.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES:				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability, Farmland Mapping and Monitoring Program - 2016 Riverside County Important Farmland Map)</p> <p>No Impact. The Project is located within an urbanized area. A review of figure OS-2 of the General Plan 2025 reveals that the project site is not designated as, and is not adjacent to or in proximity to any land classified as, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the project will have no impact directly, indirectly or cumulatively to agricultural uses.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>2b. Response: (Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)</p> <p>No Impact. A review of Figure 5.2-2 – Williamson Act Preserves of the General Plan 2025 FPEIR reveals that the project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. Even though R-1-7000 permits agriculture, this site has minimal</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
significance for agriculture. There are no agricultural valuable lands in the area of this project site. Therefore, the project will have no impact directly, indirectly or cumulatively.				
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g))timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
2c. Response: (Source: GIS Map – Forest Data) No Impact. The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, no impacts will occur from this project directly, indirectly or cumulatively.				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
2d. Response: (Source: GIS Map – Forest Data) No Impact. The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland, therefore no impacts will occur from this project directly, indirectly or cumulatively.				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR , Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data) No Impact. The project is located in an urbanized area of the City and does not support agricultural resources or operations. The project will not result in the conversion of designated farmland to non-agricultural uses. In addition, there are no agricultural resources or operations, including farmlands within proximity of the subject site. The City of Riverside has no forest land that can support 10-percent native tree cover. Therefore, no impacts will occur from this project directly, indirectly or cumulatively to conversion of Farmland, to non-agricultural use or to the loss of forest land.				
3. AIR QUALITY.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>3a. Response: (Source: General Plan 2025, 2016 RTP/SCS; SCAQMD – Final 2016 Air Quality Management Plan; Air Quality and Greenhouse Gas Assessment prepared by Salem Engineering, October 2019 [Appendix B])</p> <p>Less than Significant Impact. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all Federal and State air quality standards as shown below in table 3a. The City of Riverside is located within the Riverside County sub region of the SCAG projections. The General Plan 2025 FPEIR determined that implementation of the General Plan 2025 would generally meet attainment forecasts and attainment of the standards of the AQMP.</p> <p>The development of this project involves a General Plan Amendment and a rezoning. The change would be from residential zoning to commercial zoning. This zone change will prevent new housing units from being built on this site in the future, thus this project will not lead to population growth. This project is expected to create jobs but these jobs are expected to be filled by local residents rather than have new hires relocate to this area.</p> <p>According to data provided by the California Department of Finance (DOF), the estimated population for the city of Riverside in 2018 was 325,860 (DOF 2018). In its 2016 RTP/Sustainable Community Strategy (SCS), SCAG projects that the city of Riverside’s population will increase to 386,600 by 2040, an increase of 60,740 persons relative to the 2018 population (SCAG 2016). Assuming that all project employees relocate to the city, which is a conservative assumption given the connected nature of the region and the nature of the employment opportunities, project-related population growth would constitute less than one percent of projected city growth. Thus, the level of population growth associated with the project was anticipated in SCAG’s long-term population forecasts and would not exceed official regional population projections. As such, the project would be consistent with the growth forecasts that underlie the air pollutant emissions forecasts of the 2016 AQMP. As such, the project would not conflict with the 2016 AQMP. Therefore less than significant impacts will occur.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 3a Ambient Air Quality Standards

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS CONCENTRATION	CALIFORNIA STANDARDS METHODS	NATIONAL STANDARDS PRIMARY	NATIONAL STANDARDS SECONDARY	NATION AL STANDARDS METHOD
Ozone (O3)	1 hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry			Ultraviolet Photometry
	8 hour	0.070 ppm (137 g/m ³)		0.070 ppm (137 g/m ³)	0.070 ppm (137 µg/m ³)	
Carbon Monoxide (CO)	1 Hour	20 ppm (23mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 µg/m ³)	—	Non-Dispersive Infrared Spectroscopy (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 µg/m ³)	—	
Nitrogen Dioxide (NO2)	Annual	0.030 ppm (56 µg/m ³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	0.053 ppm (100 µg/m3)	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 µg/m ³)		0.100 ppm (188 µg/m ³)	-	
Sulfur Dioxide (SO2)	24 hours	0.04 ppm (105 g/m ³)	Ultraviolet Fluorescence	0.14 ppm (for certain areas)		Pararosaniline
	3 hours	--			0.5 ppm (1300ug/m ³)	
	1 hour	0.25 ppm (655 µg/m ³)		75ppb (196 µg/m ³)		
	Annual	-		0.030 ppm (for certain areas)	-	
Respirable Particulate Matter (PM10)	24 hours	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	150 µg/m ³	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³				
Fine Particulate Matter (PM2.5)	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	Inertial Separation and Gravimetric Analysis
	24 hours			35 µg/m ³	35 µg/m3	
Sulfates	24 hours	25 µg/m ³	Ion Chromatography	No National Standards		
Lead	30-day Ave	1.5 µg/m ³	Atomic Absorption			Atomic Absorption
	Calendar Quarter			1.5 µg/m ³	1.5 µg/m ³	
	3-Month Rolling			0.15 µg/m ³	0.15 µg/m ³	
Hydrogen Sulfide	1 hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence	No National Standards		
Vinyl Chloride	24 hours	0.010 ppm (26 µg/m ³)	Gas Chromatography	No National Standards		

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ppm= parts per million; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter ; mg/m^3 = milligrams per cubic meter Source: California Air Resources Board, www.arb.ca.gov , 2016				
b. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3b. Response: <i>(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, Air Quality Analysis prepared by SALEM ENGINEERING GROUP, INC. on 10/17/2019 [Appendix B])</i></p> <p>Less Than Significant Impact with Mitigation.</p> <p>The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The South Coast Air Quality Management District (SCAQMD) is the local agency responsible for the administration and enforcement of air quality regulations for the SCAB.</p> <p>The South Coast Air Basin (SCAB) is classified as an Extreme Nonattainment Area for the NAAQS for O₃ for all Averaging Times and a Nonattainment Area for the NAAQS PM_{2.5} for all Averaging times. The SCAB is also designated as a Maintenance Area for the NAAQS for CO and NO₂. The SCAB is also considered a Serious Nonattainment Area for the CAAQS pollutant PM₁₀. The area is considered unclassified or Attainment for all other NAAQS and CAAQS for the other criteria pollutants.</p> <p>The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SCAB. The most recently adopted air quality plan in the SCAB is the 2016 Air Quality Management Plan (AQMP), which was adopted by the Board in March 2017, see below table 3b. The SCAQMD has adopted CEQA significance thresholds as of 2015 (SCAQMD 2015), which provide guidance on the requirements for evaluating potential air quality impacts and on thresholds of significance under CEQA. The SCAQMD has identified numerical emission thresholds for significance for construction and operation for a project.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 3b SCAQMD Significance Thresholds

POLLUTANT	CONSTRUCTION	OPERATION
Criteria Pollutants Mass Daily Thresholds		
NO _x	100 lbs/day	55 lbs/day
ROG (VOC)	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
TAC, AHM, and Odor Thresholds		
Toxic Air Contaminants (TACs)	Maximum Incremental Cancer Risk ≥10 in 1 million Cancer Burden > 0.5 (in areas ≥1 in a million) Chronic and Acute Hazard Index >1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants		
NO ₂ 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM ₁₀ 24-hour average Annual geometric mean	10.4 ug/m ³ construction & 2.5 ug/m ³ operation 1.0 ug/m ³	
PM _{2.5} 24-hour average	10.4 ug/m ³ construction & 2.5 ug/m ³ operation	
SO ₂ 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 ug/m ³ (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average Quarterly average	1.5 ug/m ³ (state) 0.15 ug/m ³ (federal) 1.5 ug/m ³ (federal)	

□ g/m³ = microgram per cubic meter; ppm = parts per million; MT = Metric Ton

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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This project proposes to amend the Land Use Element 2025 City of Riverside General Plan. The existing General Plan land use designation is MDR – Medium Density Residential; the proposed General Plan amendment will convert this from the MDR to the C – Commercial land use designation. To understand the air quality impact this proposed amendment will have on the 2025 City of Riverside this study will consider a “worst case” conservative review of the existing residential use emissions compared to the proposed commercial uses emissions. This review will assume that the existing residential use has a zero Air Quality impact and that the proposed project emissions total will be the net increase to the 2025 City of Riverside General Plan emissions. In addition, to further understand the air quality impact of this project and how the General Plan Amendment will impact the Air Basin will also review how this General Plan Amendment will impact the days of non-attainment per year pursuant to the Sierra Club v. Friant Ranch Supreme Court Ruling (Case No. S219783, December 24, 2018).

The portion of the Air Basin within which the City of Riverside is located is designated as a non-attainment area for ozone and PM-10, and PM-2.5 under State standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under Federal standards. The Air Basin has been designated by EPA for the national standards as a non-attainment area for O3, PM2.5, and partial non-attainment for lead. In addition, PM10 has been designated by the State as non-attainment. It should be noted that VOC and NOx are O3 precursors, as such they have been considered as non-attainment pollutants. The Final 2016 Air Quality Management Plan, prepared by SCAQMD, and the March 2017, in 2016 the total emissions and the 2025 City of Riverside General Plan emissions are listed in the below table. The project contribution to each criteria pollutant in the City of Riverside General Plan and South Coast Air Basin is shown below.

The project would increase criteria pollutant emissions by a very small increase for both the General Plan and in the South Coast Air Basin as shown in table 3c, seen below.

Table 3c Project’s Contribution to Criteria Pollutants in the South Coast Air Basin

EMISSIONS SOURCE	MAXIMUM DAILY EMISSIONS (POUNDS/DAY)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Project Emissions ¹	1.8	4.9	7.4	0.0148	0.86	0.25
Total Emissions in 2025 General Plan	60,101.80	24,554.6	186,082	408.11	64,737.68	62,399.81
Project’s Percent of 2025 General Plan Emissions	0.00003%	0.00019%	0.000039%	0.000036%	0.0000132%	0.000004%
Total Emissions in Air Basin ²	1,000,000	1,044,000	4,246,000	36,000	132,000	132,000
Project’s Percent of Air Basin Emissions	0.0000018%	0.0000046%	0.0000017%	0.0000004%	0.0000065%	0.0000018%

Notes:

1 From the project’s total operational emissions.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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2 Since the Final 2016 AQMP did not provide the total PM10 annual emissions in the Air Basin, the PM2.5 emissions, which is a subset of PM10 was utilized instead.
Source: SCAQMD, 2017.

Due to these nominal increases in the General Plan and the Basin-wide criteria pollutant emissions, no increases in days of non-attainment are anticipated to occur from operation of the proposed project. As such, operation of the project is not anticipated to result in a quantitative increase in premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the proposed project.

To further evaluate the potential for significant impacts associated with the project, the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) can be considered to evaluate whether a project's emissions could cause a localized exceedance of an ambient air quality standard. The Localized Significance Threshold (LST) Methodology provides a look-up table for construction and operational emissions based on the emission rate, location, and distance from receptors, and provides a methodology for air dispersion modeling to evaluate whether a construction or operation could cause an exceedance of an ambient air quality standard. The LST lookup tables (SCAQMD 2009) are applicable only to sources that are five acres or less in size. Because this development is planned for 1.14 acres of development the project will be reviewed at the LST level of 1 acre. As the subject site is 1.14 in size, the screening air dispersion modeling approach used to assess the significance of localized construction impacts on receptors in the project vicinity using the one acre site values in all cases. The LST Methodology only applied to impacts to NO2, CO, PM2.5 and PM10 concentrations.

According to the LST Methodology, the project is located in Source Receptor Area, 23 Metropolitan Riverside. LSTs for the Project are shown in Table 3d, based on the size of the site and the distance to the nearest receptor. Based on a review of the site location and aerial maps of the vicinity, the distance to the nearest receptor is estimated to be 25 meters, which is the shortest measured distance on the radial receptor grid used to determine impact. The LSTs for a one-acre site and 25-meter distance were used to evaluate the potential significance of impacts.

Table 3d SCAQMD Localized Significance Thresholds for Construction and Operation, lb/day

PROJECT SITE	ACRE	DISTANCE TO NEAREST RECEPTOR, METERS	POLLUTANT					
			NOX*	CO*	PM10 CONST	PM10 OPERATION	PM2.5 CONST	P2.5 OPERATION
Proposed Retail Shopping Center	1	25	118	602	4	1	3	1

*Construction or Operation - The impacts associated with construction and operation of the project were evaluated for significance based on these significance criteria.

Construction Emissions

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project construction activities would generate temporary diesel emissions and dust. Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. It is assumed that heavy construction equipment would be operating at the site for eight hours per day, five days per week during project construction. In addition, it was assumed the project would comply with all applicable regulatory standards, which includes SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). The following Mitigation Measures are proposed to reduce construction-related emissions and were factored into the CalEEMod emissions estimate model prepared for the Project (Appendix B):

Mitigation Measure AQ-1:

Construction activities shall use zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.

Mitigation Measure AQ-2:

All trucks hauling dirt, sand, soil or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).

Table 3f includes projected emissions for all steps of construction, averaged over the project's projected construction. These steps include: Grading Site, Site Preparation, Building Construction, Paving, and Architectural Coatings. Note that projected emissions for all pollutants during construction are below both the SCAQMD's Air Quality Significance Thresholds as well as the Localized Significance Thresholds.

TABLE 3f
Estimated Construction Emissions Annual
LBS/Day (unless otherwise shown)

EMISSION SOURCE	ROG	NOx	CO	SOx	PM10	PM2.5
Significance Criteria	75	100	550	150	150	55
Localized Significance Thresholds	-	118	602	-	4	3
Project Construction Emissions						
Retail Development Summer Peak	35.88	4.8	24.24	0.043	2.77	1.30
Retail Development Winter Peak	35.95	4.8	24.18	0.0438	2.77	1.30
Significant?	No	No	No	No	No	No

Table #3f from AIR QUALITY AND GREENHOUSE GAS ASSESSMENT, Prepared by SALEM ENGINEERING GROUP, INC. 2/11/2019

ROG= reactive organic gases

SOx= sulfur oxides

NOx= nitrogen oxides

PM10= particulate matter less than 10 microns in size

CO= carbon monoxide

PM2.5= particulate matter less than 2.5 microns in size

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact		
<p>During Construction diesel-fired equipment will be operated and will result in the release of diesel particulate matter which is a listed carcinogen and toxic air contaminant in the State of California. The earthwork phase is the phase of construction in which the majority of diesel-fired equipment will be used. Because this duration is very short it is expected that the release of diesel will not have a negative impact to surrounding receptors.</p>						
<p>Construction of the project would be short-term and temporary. Thus the emissions associated with construction would not result in a significant impact on the ambient air quality. Because emissions are less than the significance levels, they would not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. Project construction would also not result in emission of any odor compounds that would cause a nuisance or significant impact to nearby receptors. The impacts associated with Project construction are therefore not considered significant.</p>						
<p>The main operational impacts associated with the Project would be impacts associated with traffic. Minor impacts would be associated with energy use and area sources. To address whether the Project would result in emissions that would violate any air quality standard or contribute substantially to an existing or proposed air quality violation, the emissions associated with Project-generated traffic and area sources were compared with the SCAQMD’s quantitative significance criteria. Default trip generation rates in the CalEEMod Model were used to estimate emissions from vehicles traveling to and from the project development. The CalEEMod Model contains emission factors from the EMFAC2016 model, which is the latest version of the Caltrans emission factor model for on-road traffic. Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the CalEEMod Model default outputs for traffic. This assumption includes light duty autos and light duty trucks (i.e., small trucks, SUVs, and vans) as well as medium- and heavy-duty vehicles that may be traveling to the facility to make deliveries. For conservative purposes, emission factors representing the vehicle mix for 2019 were used to estimate emissions as 2019 was assumed to be the first year of full operation; based on the results of the EMFAC2016 model for subsequent years, emissions would decrease on an annual basis from 2019 onward due to phase-out of higher polluting vehicles and implementation of more stringent emission standards that are taken into account in the EMFAC2016 model. Emissions associated with area sources (energy use and landscaping activities) were also estimated using the default assumptions in the CalEEMod Model.</p>						
<p>Table 3g below presents the results of the CalEEMod emission calculations in lbs/day for operations, as an annual average considering the project’s design features, along with a comparison with the SCAQMD Air Quality Significance Thresholds for Operations. The calculation assumed that the project would be constructed to current Title 24 buildings standards, and would use low-flow plumbing fixtures.</p>						
<p style="text-align: center;">TABLE 3g Estimated Operational Emissions, LBS/Day (unless otherwise shown)</p>						
EMISSION SOURCE	ROG	NOx	CO	SOx	PM10	PM2.5
Significance Criteria, Operations	55	55	550	150	150	55

ISSUES (AND SUPPORTING INFORMATION SOURCES):			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Localized Significance thresholds	-	118	602	-	1	1
Project Construction Emissions						
Retail Development Summer Peak	1.9	4.8	6.88	0.0168	0.86	0.238
Retail Development Winter Peak	1.81	4.9	7.43	0.0148	0.86	0.24
Significant?	No	No	No	No	No	No
<p>Table #6 from AIR QUALITY AND GREENHOUSE GAS ASSESSMENT, Prepared by SALEM ENGINEERING GROUP, INC. 2/11/2019</p> <p>ROG= reactive organic gases SOx= sulfur oxides</p> <p>NOx= nitrogen oxides PM10= particulate matter less than 10 microns in size</p> <p>CO= carbon monoxide PM2.5= particulate matter less than 2.5 microns in size</p> <p>Based on the estimates of the emissions associated with project operations, the emissions are below the significance criteria. In addition because the emissions are less than the significance levels, they would not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. It should be noted that the emissions from vehicles are projected to decrease with time due to phase-out of older, more polluting vehicles and increasingly stringent emissions standards.</p> <p>In reviewing the project data, location and area a cumulative increase in the surrounding emissions associated with the project would not result in a significant increase of any criteria pollutant. Within the implementation of Mitigation Measures AQ-1 and AQ-2 during the construction phase, a less than significant impact with mitigation incorporated would occur.</p>						
c. Expose sensitive receptors to substantial pollutant concentrations?			<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

3c. Response: (Source: Air Quality Analysis prepared by SALEM ENGINEERING GROUP, INC. on 2/11/2019 [Appendix B])

Less Than Significant Impact. To evaluate the potential for significant impacts associated with the project, the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) can be considered to evaluate whether a project's emissions could cause a localized exceedance of an ambient air quality standard. The Localized Significance Threshold (LST) Methodology provides a look-up table for construction and operational emissions based on the emission rate, location, and distance from receptors, and provides a methodology for air dispersion modeling to evaluate whether a construction or operation could cause an exceedance of an ambient air quality standard. The LST lookup tables (SCAQMD 2009) are applicable only to sources that are five acres or less in size. Because this development is planned for 1.14 acres of development the project will be reviewed at the LST level of 1 acre. As the subject site is 1.14 in size, the screening air dispersion modeling approach used to assess the significance of localized construction impacts on receptors in the project vicinity using the one acre site values in all cases. The LST Methodology only applied to impacts to NO₂, CO, PM_{2.5} and PM₁₀ concentrations for each of the 38 source receptor areas (SRAs) in the South Coast Air Basin (SCAB). According to the LST Methodology, the project is located in Source Receptor Area, 23 Metropolitan Riverside. LSTs for the Project are shown in Table 3h, based on the size of the site and the distance to the nearest receptor. Based on a review of the site location and aerial maps of the vicinity, the distance to the nearest receptor is estimated to be 25 meters, which is the shortest measured distance on the radial receptor grid used to determine impact. The LSTs for a one-acre site and 25-meter distance were used to evaluate the potential significance of impacts.

Table 3h SCAQMD Localized Significance Thresholds for Construction and Operation, lb/day

PROJECT SITE	ACRE	DISTANCE TO NEAREST RECEPTOR, METERS	POLLUTANT					
			NOX*	CO*	PM10 CONST	PM10 OPERATION	PM2.5 CONST	P2.5 OPERATION
Proposed Retail Shopping Center	1	25	118	602	4	1	3	1

*Construction or Operation - The impacts associated with construction and operation of the project were evaluated for significance based on these significance criteria.

The construction of the project will employ standard construction approaches that will minimize pollutant emissions, such as watering for dust, tuning equipment, limiting truck idling times, and fencing. The majority of the emissions generated during the operation of this commercial center will be related to vehicular trips. As shown in Tables 3f and 3g above, project-related emissions during both construction and operation are not expected to exceed the applicable Localized Significance Thresholds. Therefore, the project will not expose sensitive receptors to substantial pollutant concentrations and will result in a **less than significant impact**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3d. Response: <i>(Source: Air Quality Analysis prepared by SALEM ENGINEERING GROUP, INC. on 10/17/2019 [Appendix B])</i></p> <p>Less than significant Impact with mitigation incorporated. During construction, diesel equipment operating at the site may generate some nuisance odors; however, due to the distance of sensitive receptors to the project site and the temporary nature of construction, odors associated with project construction would not be significant.</p> <p>Land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. These land uses are not proposed for this commercial center.</p> <p>It is possible that this commercial center may include restaurant uses, which may require kitchen exhaust to be expelled by building-mounted exhaust fans. Kitchen exhaust can occasionally produce odors depending on the items being prepared. As such, the following Mitigation Measure is proposed to reduce the effects of kitchen exhaust odors on adjacent sensitive receptors:</p> <p>Mitigation Measure AQ-3: Building-mounted external kitchen exhaust fans shall be placed in such a manner as to direct exhaust odors to the north towards Columbia Avenue and away from adjacent residential neighbors to the south.</p> <p>With the incorporation of Mitigation Measure AQ-3, a less than significant impact with mitigation will occur directly, indirectly or cumulatively.</p>				
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>4a. Response: <i>(Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>No Impact. The project site is located on a previously improved site within an urbanized area on a high-volume arterial street used for residential and commercial traffic. A search of the MSHCP database and other appropriate databases identified no potential for candidate, sensitive or special status species, suitable habitat for such species on site. Federal Species of Concern, California Species of Special Concern, and California Species Animal or Plants on lists 1-4 of the California Native Plant Society (CNPS) Inventory. The site is excess land owned by the City of Riverside, which housed trailers used during the expansion of Columbia Avenue previously. This site has also been improved and graded in the past. There is no evidence of plant life or animal life on the site. Therefore, the project will have no impact directly, indirectly and cumulatively on habitat modifications, species identified as a candidate, sensitive, or special status species in local or regional plans, and policies or regulations of the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>				
<p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>4b. Response: <i>(Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)</i></p> <p>No Impact. The project is located on a previously improved site within an urbanized area where no riparian habitat or other sensitive natural community exists on site or within proximity to the project site. Therefore, the project will have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service directly, indirectly and cumulatively.</p>				
<p>c. Have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>4c. Response: <i>(Source: City of Riverside GIS/CADME USGS Quad Map Layer)</i></p> <p>No Impact. The project is located within an urbanized area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on site or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include USACOE jurisdictional drainages or wetlands. Therefore, the proposed project would have no impact</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly and cumulatively.				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
4d. Response: <i>(Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage)</i> No Impact. The project is within an urbanized area and will not result in a barrier to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the project will have no impact to wildlife movement directly, indirectly and cumulatively.				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
4e. Response: <i>(Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual)</i> No Impact. There will be a net increase in the number of trees to this site. The project proposes the addition of 3,900 square feet of landscaped area to the site. The project is subject to MSHCP mitigation fees, City of Riverside landscaping design standards and all applicable regional, State and Federal conservation, endangered and threatened species mitigation fees. In addition, the General Plan 2025 and GP 2025 FPEIR includes policies and mitigation measures to ensure that future development would not conflict with any local policies or ordinances protecting biological resources. This project has been reviewed against these policies and found to be in compliance with the policies. For these reasons, the project will have no impact directly, indirectly and cumulatively local policies or ordinances protecting biological resources.				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
4f. Response: <i>(Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)</i> No Impact. The project site is located on a previously improved site within an urbanized area and will not impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
approved local, regional, or State habitat conservation plan directly, indirectly and cumulatively. The proposed project will be required to pay development impact fees in accordance with the MSHCP and is consistent with all applicable Plan requirements and policies. Therefore, the project will have no impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.				
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>5a. Response: <i>(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code, and site specific Cultural Resources Survey prepared by SALEM ENGINEERING GROUP, INC. on December 19, 2019 [Appendix B])</i></p> <p>No Impact. The project is located on a site where no historic resources exist as defined in Section 15064.5 of the CEQA Guidelines because the project currently is a vacant plot of land that has been improved and graded, which is excess land left over by the City of Riverside after the Columbia Avenue grade separation project. On January 17, 2019, Rincon Archaeologist Tricia Dodds, M.A., RPA, performed a search of the California Historical Resources Information System (CHRIS) at the Eastern Information Center (EIC) located at the University of California, Riverside. The search was performed to identify all previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 1.0-mile radius surrounding it. The CHRIS search included a review of the National Register of Historic Places(NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, and the Archaeological Determinations of Eligibility list. The EIC records search identified 70 previously recorded cultural resources within a 1.0-mile radius of the project site; no resources were noted within the project site. Of the resources within the search radius, 67 are historic buildings or structures and three are historic archaeological sites. No prehistoric archaeological sites have been recorded within the search radius. Additionally, 19 previously conducted cultural resources studies have been performed within a 1.0-mile radius of the project site. Two studies (CA-RI-04430 and CA-RI-05748) have been completed within the current project site, neither of which identified cultural resources on the project site. Therefore, no impacts directly, indirectly and cumulatively to historical resources are expected.</p>				
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"/>	
<p>5b. Response: <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study and site specific Cultural Resources Survey prepared by SALEM ENGINEERING GROUP, INC. [Appendix B])</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Less than Significant Impact with Mitigation Incorporated. The project is located on a previously improved site within an urbanized area. A search of the CHRIS database was performed to identify all previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 1.0-mile radius surrounding it. The CHRIS search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, and the Archaeological Determinations of Eligibility list. The EIC records search identified 70 previously recorded cultural resources within a 1.0-mile radius of the project site; no resources were noted within the project site. Of the resources within the search radius, 67 are historic buildings or structures and three are historic archaeological sites. No prehistoric archaeological sites have been recorded within the search radius. Additionally, 19 previously conducted cultural resources studies have been performed within a 1.0-mile radius of the project site. Two studies (CA-RI-04430 and CA-RI-05748) have been completed within the current project site, neither of which identified cultural resources on the project site.</p> <p>Native American Tribal Consultation pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 was conducted, with five tribes requesting to consult on the project. Both the consulting Native American Tribes and the Cultural Resources Assessment prepared for the project do not indicate a high likelihood of the presence of historically or culturally significant archaeological resources; however, the possibility of discovery of previously unknown buried resources exists. To reduce potential impacts to previously unknown archaeological resources, the following mitigation measures are recommended:</p> <p>MM CUL-1: Changes to Project and Inadvertent Discoveries: Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact consulting tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, developer/applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the developer/applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the project site if the site design and/or proposed grades should be revised. In the event of inadvertent discoveries of archaeological resources, work shall temporarily halt until agreements are executed with consulting tribe, to provide tribal monitoring for ground disturbing activities.</p> <p>MM-CUL-2: On call Project Archaeologist: Prior to the issuance of a grading permit, the Property Owner/Developer shall provide a letter from a County certified Archaeologist and Paleontologist stating that the Property Owner/Developer has retained these individuals, and that the Archaeologist and Paleontologist shall be on call during all grading and other significant ground-disturbing activities in native sediments.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>MM-CUL-3: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> 1. Consulting Tribes Notified: within 24 hours of discovery, the consulting tribe(s) shall be notified via email and phone. The developer shall provide the city evidence of notification to consulting tribes. Consulting tribe(s) will be allowed access to the discovery, in order to assist with the significance evaluation. 2. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and 3. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ol style="list-style-type: none"> a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Museum of Riverside by default; and d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center, and consulting tribes. <p>With the incorporation of mitigation measures CUL-1 through CUL-3, potential impacts to previously unknown archaeological resources within the project site will be less than significant. Therefore, the</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
project will have less than significant impacts with mitigation incorporated directly, indirectly and cumulatively to an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines.				
c. 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>5c. Response: <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity; Cultural Resources Assessment prepared for the project [Appendix B])</i></p> <p>Less than Significant Impact with Mitigation Incorporated. The project is located on a previously improved site within an urbanized area. A search of the CHRIS database was performed to identify all previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 1.0-mile radius surrounding it. The CHRIS search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, and the Archaeological Determinations of Eligibility list. The EIC records search identified 70 previously recorded cultural resources within a 1.0-mile radius of the project site; no resources were noted within the project site. Of the resources within the search radius, 67 are historic buildings or structures and three are historic archaeological sites. No prehistoric archaeological sites have been recorded within the search radius. Additionally, 19 previously conducted cultural resources studies have been performed within a 1.0-mile radius of the project site. Two studies (CA-RI-04430 and CA-RI-05748) have been completed within the current project site, neither of which identified cultural resources on the project site.</p> <p>The Cultural Resources Assessment prepared for the project, including records searches and field surveys, does not indicate a high likelihood for the presence of human remains. However, the potential for previously unknown human remains or burial sites to be inadvertently discovered during the construction of the project exists. With implementation of mitigation measures CUL-1 through CUL-3, potential impacts to human remains will be reduced to less than significant levels. Therefore, the project will have less than significant impacts with mitigation incorporated to human remains directly, indirectly and cumulatively.</p>				
<p>6. ENERGY Would the project:</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6a. Response: (Source: California Building Code, California Energy Commission – California Commercial End Use Survey)</p> <p>Less than Significant Impact. It is important to note that the project will include energy efficient fixtures. In addition, the energy consumption rates do not reflect the more stringent 2016 California Building and Green Building Code requirements. The proposed project will be constructed using energy efficient equipment and vehicles in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The project will include new light standards and fixtures that will be used as operational and security lighting. This lighting will conform to all state and local building code and lighting regulations. As a result, the potential impacts are less than significant.</p>				
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>6b. Response: (Source: California Building Code, California Energy Commission – California Commercial End Use Survey)</p> <p>Less than Significant Impact. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2019 version of the standards are effective as of January 1, 2020. The 2019 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. As indicated previously, the proposed project will be in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The project will include new light standards and fixtures that will be used as operational and security lighting. This lighting will conform to all state and local building code and lighting regulations. As a result, the potential impacts are less than significant.</p>				
<p>7. GEOLOGY AND SOILS. Would the project:</p>				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7a-i. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR Appendix E – Geotechnical Report, PRELIMINARY GEOTECHNICAL INTERPRETIVE REPORT, Prepared by Earth Strata Geotechnical Services, Inc. Project# 182256-10A 6/25/2018)</p> <p>No Impact. Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The project site does not contain any known fault lines and the potential for fault rupture or seismic shaking is low. Compliance with the California Building Code regulations will ensure that less than significant impacts related to known or unknown fault ruptures will occur directly, indirectly and cumulatively.</p>				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7a-ii. Response: (Source: General Plan 2025 FPEIR Appendix E – Geotechnical Report, PRELIMINARY GEOTECHNICAL INTERPRETIVE REPORT, Prepared by Earth Strata Geotechnical Services, Inc. Project# 182256-10A 6/25/2018)</p> <p>Less than significant impact. The San Jacinto Fault Zone located northeast of the City, or the Elsinore Fault Zone, located in the southern portion of the City’s Sphere of Influence, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. Because the proposed project will comply with California Building Code regulations, impacts associated with strong seismic ground shaking will have less than significant impact directly, indirectly and cumulatively.</p>				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7a-iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, and Appendix E – Geotechnical Report, PRELIMINARY GEOTECHNICAL INTERPRETIVE REPORT, Prepared by Earth Strata Geotechnical Services, Inc. Project# 182256-10A 6/25/2018 [Appendix D])</p> <p>Less than significant Impact. The project site is located in an area with very low potential for liquefaction as depicted in the General Plan 2025 Liquefaction Zones Map – Figure PS-2. Preliminary geotechnical interpretive report prepared by Earth Strata Geotechnical Services, Inc., agrees with GP2025 liquefaction zones map that this site has very low potential for liquefaction. Compliance with</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
the California Building Code regulations and standard site preparation and grading practices will ensure that impacts related to seismic-related ground failure, including liquefaction would have less than significant impacts directly, indirectly and cumulatively.				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>7a-iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix E – Geotechnical Report, Title 18 – Subdivision Code, Title 17 – Grading Code, Storm Water Pollution Prevention Plan SWPPP) PREPARED BY INCOMPLI, INC ON 5/15/2019, PRELIMINARY GEOTECHNICAL INTERPRETIVE REPORT, Prepared by Earth Strata Geotechnical Services, Inc. Project# 182256-10A 6/25/2018)</p> <p>No Impact. The project site and its surroundings have generally flat topography and are not located in an area prone to landslides per Figure 5.6-1 of the General Plan 2025 Program Final PEIR. Therefore, there will be no impact related to landslides directly, indirectly and cumulatively.</p>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>7b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, and SWPPP- PREPARED BY INCOMPLI, INC ON 5/15/2019)</p> <p>No Impact. Minimal erosion and loss of topsoil could occur as a result during the period of construction of the project, which is anticipated to be 9 months. A Storm Water Pollution Prevention Plan (SWPPP) is in place, WDID# 509356 establishing erosion and sediment controls for and during construction activities. The site is currently a vacant lot and will be developed into a commercial center. The footprint of the four buildings, parking lot, hardscape areas will cover all of the project site except for roughly 3,900 square feet of landscaped area.</p>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>7c. Response: (PRELIMINARY GEOTECHNICAL INTERPRETIVE REPORT, Prepared by Earth Strata Geotechnical Services, Inc. Project# 182256-10A 6/25/2018)</p> <p>No Impact. The project is not located on a geologic unit or soil that is unstable and will not cause soil to become unstable. As such, the project will have no impact resulting in a geologic unit or soil becoming unstable resulting in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse either directly, indirectly or cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	X	
<p>7d. Response: (PRELIMINARY GEOTECHNICAL INTERPRETIVE REPORT, Prepared by Earth Strata Geotechnical Services, Inc. Project# 182256-10A 6/25/2018)</p> <p>Less than Significant Impact. Based on soil observation and classification conducted as part of the soil investigation documented in the Soils Report prepared by Earth Strata Geotechnical Services, the expansion potential of near-surface sandy soils on the project site is expected to be very low, with an expansion index (EI) of less than 20 (Soil Exploration Company, Inc. 2016). This is classified in accordance with 2016 CBC Section 1803.5.3 and ASTM D4829. Fill material, if imported from off-site, would have distinct physical properties, with potentially higher expansion potential. Development of the project would be consistent with the recommendations included in the Soils Report and would reduce potential impacts from expansive soils/high shrink-swell potential to a less than significant level directly, indirectly, and cumulatively, and no mitigation is required.</p>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>7e. Response:</p> <p>No Impact. The proposed project will be served by sewer infrastructure. Therefore, the project will have no impact.</p>				
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
<p>7f. Response: (Source: General Plan 2025 Policy HP-1.3)</p> <p>Less than Significant Impact. The project is located on a previously improved site. A cultural resources survey prepared by RINCON ARCHAEOLOGIST TRICIA DODDS, M.A, RPA ON 1/17/2019 has determined that the proposed project is consistent with general Plan Policy HP-1.3 including compliance with the Federal Native American Graves Protection and Repatriation Act:</p> <p>In the inadvertent discovery of paleontological resources during ground disturbing activities, all work shall halt in the vicinity of the discovery until a qualified paleontologist inspects the find and evaluates it for significance. The City Planning and Historic Preservation Divisions shall be informed of the discovery immediately. If the paleontological resource is determined to be significant, the paleontologist shall have the authority to quickly and efficiently salvage and remove the fossil from its locality, as appropriate, before ground-disturbing activities resume in the area. Any fossils recovered during the development, along with their contextual stratigraphic data, shall be offered to the City of Riverside or</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>other appropriate institution with an educational and research interest in the materials. The paleontologist shall prepare a report of the results of any findings as part of a testing or mitigation plan following accepted professional practice.</p> <p>In addition, Mitigation Measures CUL-1 through CUL-3 described in Checklist Section 5 (Cultural Resources) will further ensure that impacts to previously unknown buried cultural resources will be less than significant with mitigation measures incorporated directly, indirectly and cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. 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"/>	X	<input type="checkbox"/>

8a. Response: (Source: GP 2025-Air Quality Element, GHG Analysis prepared by SALEM ENGINEERING GROUP, INC. on 10/17/2019 [Appendix B])

Less Than Significant Impact.

According to the California Natural Resources Agency, “due to the global nature of GHG emissions and their potential effects, GHG emissions will typically be addressed in a cumulative impacts analysis.” According to Appendix G of the CEQA Guidelines, the following criteria may be considered to establish the significance of GHG emissions:

Would the project:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed in Section 15064.4 of the CEQA Guidelines, the determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency, consistent with the provisions in Section 15064. Section 15064.4 further provides that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

- Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
- Rely on a qualitative analysis or performance based standards.

Section 15064.4 also advises a lead agency to consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. On September 28, 2010, the SCAQMD has recommended a threshold of 3,000 metric tons of CO₂e (carbon dioxide equivalent) as a Tier 3 threshold for all residential and commercial land uses under CEQA. For the purpose of this evaluation, a threshold of 3,000 metric tons of CO₂e is used to assess significance of greenhouse gas emissions.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>On December 8, 2015, Riverside County adopted their General Plan with includes the Climate Action Plan (CAP). This plan contains guidance for Riverside County’s Greenhouse Gas. This plan provides equivalent threshold of 3,000 MT CO₂e and imposes mitigation checklist for those projects exceeding the threshold. The City of Riverside prepared a Climate Action Plan dated October 2014 to help the City comply with State regulations governing GHG emissions. The Plan identifies numerous goals and policies related to the reduction of GHG. The proposed project is in compliance with the Plan and complies with the following policy:</p> <ul style="list-style-type: none"> ● Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24 Part 6). The proposed project will be in compliance with the more stringent Title 24 Part 11 California Green Building Code standards, which regulate additional issues not related to energy conservation such as stormwater runoff and water conservation. <p>The proposed project will be in compliance with the City’s Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version address additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. Since the project will be in conformance with the City’s Climate Action Plan, the potential impacts are considered to be less than significant.</p> <p>The proposed project would generate an estimated total of 129 metric tons of CO₂e emissions during construction. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the project lifetime. Amortized over 30 years, the construction of the project will generate approximately 4.3 metric tons of CO₂e on an annualized basis.</p> <p>Based on the results of the CalEEMod Model, the project would generate a total of 344 metric tons of CO₂e emissions annually from operations. By adding the amortized construction emissions results with the operational annual CO₂e emissions the project will produce 347.3 metric tons over a 30 year period. This cumulative level is below the SCAQMD’s recommended Tier 3 threshold of 3,000 metric tons of CO₂e emissions for residential and commercial land uses. Therefore, the proposed project is expected to have a less than significant cumulative impact on greenhouse gas emissions.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>	X	<input type="checkbox"/>
<p>8b. Response: <i>(Source: GP 2025-Air Quality Element, Office of Governor Edmund G. Brown Jr. New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030. http://gov.ca.gov/news.php?id=18938; Calvert Architectural Group, Inc. New Parking Plan. Plan dated March 1st, 2018.)</i></p> <p>Less Than Significant Impact. Please see response to 8a, above, the project would comply with the City's General Plan policies, SCAQMD thresholds and State Building Code provisions designed to reduce GhG emissions.</p> <p>This project will require an amendment to the Land Use Element of the GP 2025 as well as a zone change from residential to commercial. Future uses may include up to two restaurants potentially using natural gas and petroleum products for heating and cooking needs. The GHG analysis for the proposed project evaluated emissions associated with both the construction and operation of the project. Emissions associated with construction and operation were compared with significance thresholds developed by the SCAQMD, which provide a conservative means of evaluating whether project emissions would cause a significant impact on the ambient air quality or whether further evaluation is warranted. Emissions associated with construction and operation are below the significance thresholds for all phases and pollutants including GHG emissions. Although the project involves an amendment to the General Plan Land Use Element and therefore is a departure from the growth scenario assumptions of the SCAB AQMP, estimate project emissions, this cumulative level is below the SCAQMD's recommended Tier 3 threshold of 3,000 metric tons of CO₂e emissions for residential and commercial land uses. Therefore the proposed project is expected to have a less than significant impact on greenhouse gas emissions and remains consistent with applicable plans, policies and regulations intended to reduce GHG emissions in the region.</p>				
<p>9. HAZARDS & HAZARDOUS MATERIALS. Would the project:</p>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>9a. Response: <i>(Source: GHG Analysis prepared by SALEM ENGINEERING GROUP, INC. on 2/11/2019 [Appendix B])</i></p> <p>Less than significant Impact. The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants.</p> <p>The operation of the businesses at this commercial center are not expected to involve any transport, use, and storage of hazardous material by any of the businesses other than diesel used by delivery trucks. As such, with compliance with applicable regulations for the transport, use and storage of such materials, the project will have less than significant impact related to the transport, use, or disposal of any hazardous material either directly, indirectly and cumulatively.</p>				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>9b. Response: <i>(Source: Air Quality and GHG Analysis prepared by SALEM ENGINEERING GROUP, INC. on 2/11/2019)</i></p> <p>Less than significant Impact. The transport, use and storage of hazardous materials by any business at the future commercial center would be required to comply with all applicable state and County regulations, including the Hazardous Waste Control Law (California Health and Safety Code, Chapter 6.5, Division 20, Sections 25100, et seq.). Therefore, the project would not 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. As such the project will have a Less Than significant Impact directly, indirectly or cumulatively for creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>				
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 type="checkbox"/>	X
<p>9c. Response: <i>(Source: GHG Analysis prepared by SALEM ENGINEERING GROUP, INC. on 2/11/2019)</i></p> <p>No Impact. The closest school to this project site is Fremont Elementary School located at 1925 Orange Street, which is approximately 0.7 miles to the southwest of the project site. Therefore, the project will not emit hazardous emissions or handle hazardous materials within 0.25 miles of an existing or proposed school.</p>				
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
<p>9d. Response: <i>(Source: GHG Analysis prepared by SALEM ENGINEERING GROUP, INC. on 2/11/2019)</i></p> <p>No Impact. A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have no impact to creating any significant hazard to the public or environment directly, indirectly or cumulatively.</p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>9e. Response: <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (2014), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</i></p> <p>No Impact. The project site is located in Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, which is described as “Other Airport Environs” and contains no specific restrictions on development or land use intensity. The proposed project is consistent with the compatibility criteria established for Zone E. Therefore, the project will have no impact resulting in a safety hazard for people residing or working in the project area directly, indirectly or cumulatively.</p>				
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>9f. Response: <i>(Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s Local Hazard Mitigation Plan 2018 and County of Riverside Multi-Jurisdictional Hazard Mitigation Plan, 2018)</i></p> <p>Less than significant impact. The project would be required to comply with applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the Riverside Police and Fire Departments. No roads would be permanently closed as a result of the construction or operation of the project, and no structures would be developed that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p> <p>During the construction of this project the site will be accessed via the alley adjacent and south of the site from East La Cadena Drive. During the operation of this commercial center there will be two</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>driveways to access this commercial center. One drive way will be on Columbia avenue and one from the alley that leads to La Cadena East. These driveways would provide sufficient ingress/egress for passenger vehicles and light- and heavy-duty trucks that would frequent the project site.</p> <p>The project is consistent with the goals and policies of the 2018 City of Riverside Local Hazard Mitigation Plan (LHMP), the 2018 County of Riverside Multi-Jurisdictional LHMP and the Public Safety Element of the GP 2025. As such, implementation of the project would not interfere with existing emergency evacuation plans or emergency response plans in the area. Therefore, impacts would be less than significant. No mitigation is required.</p>				
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>9g. Response: <i>(Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside’s EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)</i></p> <p>No Impact. The proposed project is located in an urbanized area where no wildlands exist and the property is no located within a Very High Fire Severity Zone (VHFSZ) or adjacent to wildland areas or a VHFSZ; therefore no impact regarding wildland fires either directly, indirectly or cumulatively from this project will occur.</p>				
<p>10. HYDROLOGY AND WATER QUALITY.</p> <p>Would the project:</p>				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>10a. Response: <i>(Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Project Specific Hydrology Study and/or Water Quality Management Plan prepared by APECO ENGINEERING on 2/6/2019 (Appendix H), Infiltration Testing for Water Quality Treatment Areas prepared on 6/14/2018, SWPPP Prepared by Incompli, INC, WDID# 509356)</i></p> <p>Less Than Significant Impact. The proposed project is located within the Santa Ana Watershed (see GP 2025 FPEIR Figure 5.8-1). According to the preliminary Water Quality Management Plan prepared for the project, the project will create 45,374 square feet of impervious surface area. Pre-construction the run off from this site is from east to west to preexisting storm drain. Post-construction the drainage pattern will not change, and will continue to run from east to west to preexisting storm drain.</p> <p>A Preliminary WQMP has been submitted and approved by the Public Works Department for this project, which includes 9 DMAs (Table 10a). An SWPPP has been established for this project. BMPs and storm water monitoring implemented under the SWPPP would minimize construction related water</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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quality impacts. Urban runoff is currently and will continue to be conveyed by local drainage facilities developed throughout the City to regional drainage facilities, and then ultimately to the receiving waters. To address potential water contaminants, the project is required to comply with applicable Federal, State, and local water quality regulations

During the construction phase, a final approved WQMP will be required for the project, as well as coverage under the State's General Permit for Construction Activities, administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. Given compliance with all applicable local, state, and federal laws regulating surface water quality and the fact that the project will not result in a net increase of surface water runoff, the proposed project as designed is anticipated to result in a **Less Than Significant Impact** directly, indirectly or cumulatively to any water quality standards or waste discharge.

The project site will include nine drainage management areas (DMAs) as shown in **Table 10a**. **Appendix H** shows these DMAs on the site plan.

Table 10a **DMAs for Columbia Ave Project**

DMA NAME	SURFACE TYPE	AREA (square feet)	DMA type		
DMA-1A DMA-1B DMA-1C	PARKING & SIDEWALK BUILDING LANDSCAPING	7833 9166 1248	TYPE (D):AREAS DRAINING TO BMPS		
DMA-2A DMA-2B DMA-2C	PARKING & SIDEWALK PERMEABLE PAVEMENT LANDSCAPING	16501 2226 946	TYPE (D):AREAS DRAINING TO BMPS		
DMA-3A DMA-3B DMA-3C	PARKING & SIDEWALK BUILDING LANDSCAPING	1552 9128 1323	TYPE (D):AREAS DRAINING TO BMPS		
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
10b. Response: (Source: Riverside Public Utilities – 2015 Urban Water Management Plan, General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU Map of Water Supply Basins, RPU Urban Water Management Plan, WOMP Prepared by APECO, INFILTRATION TESTING FOR					

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>WATER QUALITY TREATMENT AREAS Prepared by EARTH STRATA GEOTECHNICAL SERVICES, INC. on 6/14/2018 [Appendix H]</i></p> <p>Less than Significant Impact. The project site is located in the City of Riverside, which is served by Riverside Public Utilities (RPU). RPU obtains water almost exclusively from groundwater in the Bunker Hill, Rialto-Colton, and Riverside groundwater basins. These basins are adjudicated under the 1969 Western-San Bernardino Judgement, and RPU has defined extraction rights from each of these basins. The project would be served by RPU's existing and projected supplies and would not require groundwater pumping in excess of RPU's extraction rights. Therefore, project water demand would not substantially deplete groundwater supplies</p> <p>The project site is undeveloped. Development of the project would result in a more intense use of the project site, as compared to currently vacant conditions, and would increase impermeable surface on site substantially. Consequently, the project may incrementally reduce groundwater recharge and increase the amount of surface runoff. However, the project includes landscaped areas with minimal fill to preserve infiltration capacity. Furthermore, the project would capture and treat stormwater on-site using infiltration-only BMPs, allowing for stormwater treatment and groundwater recharge. As a result, impacts related to groundwater would be less than significant.</p>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on-or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>10i Response: <i>(Source: Preliminary grading plan, and Preliminary WQMP, Prepared by APECO ENGINEERING, Preliminary Hydraulics Study Prepared by APECO ENGINEERING [Appendix E], STORMWATER POLLUTION PREVENTION PLAN FOR EMPIRE PHARMACY, INFILTRATION TESTING FOR THE WATER QUALITY TREATMENT AREAS, Prepared by Earth Strata Geotechnical Services, Inc. Project # 182256-012A 6/14/2018)</i></p> <p>Less Than Significant Impact. The project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) for the prevention of runoff during construction. There is an SWPPP in place for this site, WDID # 509356. Erosion, siltation and other possible pollutants associated with long-term implementation of projects are addressed as part of the Water Quality Management Plan (WQMP) and grading permit process. Further, the run off patterns on the site pre-construction is from East to West and post-construction the run off will be East to West. Therefore, the project will have a less than significant impact directly, indirectly or cumulatively on substantial erosion or siltation on or off site.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. 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"/>	X	<input type="checkbox"/>
10ii Response (<i>Source: Preliminary grading plan, and Preliminary WQMP, Prepared by APECO ENGINEERING [Appendix H], Preliminary Hydraulics Study, Prepared by APECO ENGINEERING [Appendix E], STORMWATER POLLUTION PREVENTION PLAN FOR EMPIRE PHARMACY, INFILTRATION TESTING FOR THE WATER QUALITY TREATMENT AREAS, Prepared by Earth Strata Geotechnical Services, Inc. Project # 182256-012A 6/14/2018</i>)				
Less Than Significant Impact. The post-construction runoff should decrease. The existing runoff is 5.997 CFS (cubic feet per second). Theoretically, the post construction runoff will be 5.819 CFS, a net decrease of 0.18 CFS, theoretically, which is attributed to a reduction in the slope of the project site that will increase the amount of time rain run off spends on site and is capture by the 9 DMA zones on the project site. Therefore, there will be less than significant impact directly, indirectly or cumulatively in the rate or amount of surface runoff that it will not result in flooding on- or off-site. (<i>See Appendix E</i>)				
iii. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
10iii Response: (<i>Source: Preliminary grading plan, and Preliminary WQMP, Prepared by APECO ENGINEERING, Preliminary Hydraulics Study, Prepared by APECO ENGINEERING, STORMWATER POLLUTION PREVENTION PLAN FOR EMPIRE PHARMACY, INFILTRATION TESTING FOR THE WATER QUALITY TREATMENT AREAS, Prepared by Earth Strata Geotechnical Services, Inc. Project # 182256-012A 6/14/2018</i>)				
Less Than Significant Impact with Mitigation. The project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). During and after construction, best management practices (BMPs) will be implemented to reduce/eliminate adverse water quality impacts resulting from development. Furthermore, the City has ensured that the proposed development does not cause adverse water quality impacts, pursuant to its Municipal Separate Storm System (MS4) permit through the project's WQMP. Therefore, impacts related to the creation or contribution of runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff would remain less than significant directly, indirectly, and cumulatively.				
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Less Than Significant Impact. As described in the Preliminary WQMP, the project would preserve natural site drainage and existing stormwater intake and outlet locations. Additionally, the site's post-development hydrograph would mimic the site's pre-development hydrograph as part of required Hydraulic Conditions of Concern measures. As a result, the project would not impede or redirect flood flows.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. In floor hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
10d. Response: <i>(Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)</i> No Impact. Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis will occur directly, indirectly or cumulatively. Additionally, the proposed project site and its surroundings have generally flat topography and is within an urbanized area not within proximity to Lake Mathews, Lake Evans, the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain Area or any of the 9 arroyos which transverse the City and its sphere of influence; Therefore, no impact potential for seiche or mudflow exists either directly, indirectly or cumulatively.				
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
No Impact. The project would incorporate construction and operational BMPs to reduce potential impacts to water quality in compliance with the applicable regulatory schema pertaining to water quality and groundwater management plans.				
11. LAND USE AND PLANNING:				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
11a. Response: <i>(Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)</i> No Impact. The project is an infill project currently served by fully improved public streets and other infrastructure and does not involve the subdivision of land or the creation of streets that could alter the existing surrounding pattern of development or an established community. The project does not include any roadways or infrastructure that would physically divide an established community. Therefore, no impact directly, indirectly or cumulatively to an established community will occur.				
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
11b. Response: <i>(Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 –</i>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</i></p> <p>Less Than Significant Impact. This project proposes an amendment to the Land Use Element of the GP 2025, to change the Land Use Designation of the project site from MDR – Medium-Density Residential to C - Commercial. An amendment to the Zoning Map is also proposed to rezone the project site from R-1-7000 – Single-Family Residential to CR – Commercial Retail. The project site is located on an arterial roadway and will involve the construction of neighborhood-serving retail and commercial uses within close proximity to existing residential neighborhoods. The proposed project has been designed to comply with the applicable development standards of the proposed CR Zone, as well as the Citywide Design and Sign Guidelines. The project generally consistent with the Objectives and Policies of the Land Use Element, particularly with respect to Smart Growth principles and the provision of neighborhood goods and services in the form of well-designed and compatible commercial development. As such, the project will not conflict with an existing land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental impact, and therefore impacts will be less than significant.</p>				
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>12a. Response: <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p> <p>Less than Significant Impact. The project does not involve extraction of mineral resources. No mineral resources have been identified on the project site and there is no historical use of the site or surrounding area for mineral extraction purposes. The project site is located in Mineral Resource Zone (MRZ-3), which indicates that the area contains known or inferred mineral occurrences of undetermined significance. However, there are no known mineral resources of significance within the immediate vicinity of the project site, and due to the project site size and the urbanized character of the surrounding area, mineral resource exploration and extraction is not commercially viable. Therefore, the project will have a less than significant impact on mineral resources directly, indirectly or cumulatively.</p>				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>12b. Response: <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p> <p>No Impact. The project site is currently vacant and is not being used for extraction of mineral resources. This project site will result in an amendment to the GP 2025. The amendment will not affect mineral resource recovery at this site as none currently occurs or is planned. According to Figure OS-1 of the Open Space and Conservation Element of the City’s General Plan (2007a), the project site is located in</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
MRZ-3. Furthermore, the project site is not located in an area identified to contain locally important resources, such as feldspar, silica, limestone, or rock products (City of Riverside 2007a). The project would not involve the use or mining of mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated in the City's General Plan, and no impact would occur.. Therefore, there is no impact .				
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
<p>13a. Response:<i>(Source: General Plan 2025 Noise Element, Project Specific Noise Study/Acoustical Analysis prepared by SALEM ENGINEERING GROUP, INC, December 2019[Appendix F])</i></p> <p>Less Than Significant Impact With Mitigation Incorporated.</p> <p>Project site Noise Setting:</p> <p>The most common source of noise in the project site vicinity is vehicular traffic on Columbia Avenue, Chicago Avenue, and Interstate 215 (I-215). Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds. To characterize ambient sound levels at and near the project site, two 15-minute sound level measurements were conducted on February 15, 2019 between 7:41 a.m. and 8:18 a.m. using an Extech, ANSI Type 2 integrating sound level meter. Figure 13a shows the noise measurement locations, and Table 13a summarizes the results of the noise measurements.</p> <p>Figure 13a</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 13a – Project Vicinity Sound Level Monitoring Results

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq (dBA)	Lmin (dBA)	Lmax (dBA)
1	Northern portion of project site along Columbia Ave.	7:41 – 7:56 a.m.	60 feet to the centerline of Columbia Avenue	74.7	59.1	94.6
2	Southwest corner of project site along E. La Cadena Dr.	8:03 – 8:18 a.m.	30 feet to the centerline of E. La Cadena Drive	67.1	57.8	87.6

City of Riverside General Plan Noise Element

The City of Riverside General Plan Noise Element includes objectives and policies to protect public health and welfare from excessive noise. The Noise Element provides an approach to regulate noise through community planning. The City of Riverside Noise Element includes recommended noise compatibility standards for land uses within the City, shown in **Table 13b**, per Policy N-1.2.

Table 13b Land Use Compatibility for Community Noise Exposure
Day-Night Noise Level (dBA Ldn)

ISSUES (AND SUPPORTING INFORMATION SOURCES):		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Land Use Category	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Conditionally Unacceptable ⁴	
Single Family Residential	<60	60-65	65-70	>70	
Infill Single Family Residential	<65	65-75	75-80	>80	
Commercial – Motels, Hotels, Transient Lodging	<60	60-70	70-80	>80	
Schools, Libraries, Churches, Hospitals, Nursing Homes	<60	60-70	70-80	>80	
Amphitheaters, Concert Halls, Auditorium, Meeting Hall	N/A	<65	N/A	>65	
Sports Arena, Outdoor Spectator Sports	N/A	<70	N/A	>70	
Playgrounds, Neighborhood Parks	<70	N/A	70-75	>75	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<70	N/A	70-80	>80	
Office Buildings, Businesses, Commercial, and Professional	<70	65-75	>75	N/A	
Industrial, Manufacturing, Utilities, Agriculture	<65	65-80	>80	N/A	
Freeway Adjacent Commercial, Office, and Industrial Uses	<65	65-80	>80	N/A	
¹ Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.					
² New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.					
³ New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.					
⁴ New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.					
Source: City of Riverside 2018					

The City of Riverside General Plan also includes policies to protect noise-sensitive land uses from noise emitted by off-site sources and prevent new projects from generating adverse noise impacts on adjacent properties. Policies relevant to the project are shown below.

Policy N-1.2 Require the inclusion of noise-reducing design features in development consistent with standards in Figure N–10 (Noise/Land Use Compatibility Criteria), Title 24 California Code of Regulations and Title 7 of the Municipal Code.

Policy N-1.3 Enforce the City of Riverside Noise Control Code to ensure that stationary noise and noise emanating from construction activities, private developments/residences and special events are minimized.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Policy N-1.8 Continue to consider noise concerns in evaluating all proposed development decisions and roadway projects.

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).

The Noise Ordinance, codified in Title 7 of the City of Riverside Municipal Code (RMC), states that noise control within the City must be consistent with Title 24 of the Health and Safety Code of California (Section 7.23.010 of the RMC). The City has incorporated the measures in its Municipal Code to control loud, unnecessary, and unusual nuisance noise. Section 7.25.010 of the RMC includes exterior sound level limits for different land use categories, as shown in table **13c**. As shown in table **13d**, Section 7.30.015 of the RCM includes interior sound level limits for various land uses.

Table 13c Exterior Noise Standards

Land Use Category	Time Period	Noise Level (dBA)
Residential	10:00 p.m. to 7:00 a.m.	45
	7:00 a.m. to 10:00 p.m.	55
Office/Commercial	Any Time	65
Industrial	Any Time	70
Community Support	Any Time	60
Public Recreation Facility	Any Time	65
Nonurban	Any Time	70

Source: City of Riverside Municipal Code Table 7.25.010A

Table 13d Interior Noise Standards

Land Use Category	Time Period	Noise Level (dBA)
Residential	10:00 p.m. to 7:00 a.m.	35
	7:00 a.m. to 10:00 p.m.	45
School	7:00 a.m. to 10:00 p.m. (while school is in session)	45
Hospital	Any Time	45

Source: City of Riverside Municipal Code Table 7.30.015

Section 7.25.010(B) of the RMC states that the noise limits should apply to noise generation from one property to an adjacent property. The noise level limit between two different districts is the arithmetic mean of the two districts. Therefore, since the project is zoned for commercial land use adjacent to a residential zone, the exterior noise level limit for the project would be 60 dBA L_{eq}

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>from 7:00 a.m. to 10:00 p.m. and 55 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. and the interior noise level limit would be 45 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 40 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. Criteria for violation of City standards are related to both duration and intensity of the noise disturbance. Per Section 7.25.010 of the RMC unless a variance has been granted, it is unlawful for any person to cause or allow the creation of any exterior noise that exceeds the following:</p> <ul style="list-style-type: none"> ▪ The exterior noise standard of the applicable land use category (see Table 3), up to 5 dB, for a cumulative period of more than 30 minutes in an hour; or ▪ The exterior noise standard of the applicable land use category, plus 5 dB, for a cumulative period of more than 15 minutes in any hour; or ▪ The exterior noise standard of the applicable land use category, plus 10 dB, for a cumulative period of more than 5 minutes in any hour; or ▪ The exterior noise standard of the applicable land use category, plus 15 dB, for a cumulative period of more than 1 minute in any hour; or ▪ The exterior noise standard of the applicable land use category, plus 20 dB or the maximum measured ambient noise level, for any period of time. <p>Per Section 7.25.010 of the RMC no person may operate or cause to be operated any source of sound indoors that causes the noise level, when measured inside another dwelling unit, school or hospital, to exceed:</p> <ul style="list-style-type: none"> ▪ The interior noise standard for the applicable noise category (see Table 4), up to 5 dBA, for a cumulative period of more than 5 minutes in any hour; or ▪ The interior noise standard for the applicable land use category, plus 5 dBA, for a cumulative period of more than 1 minute in any hour; or ▪ The interior noise standard for the applicable land use category, plus 10 dBA or the maximum measured ambient noise level, for any period of time. <p>In addition, Section 7.35.020(G) of the RMC exempts construction noise provided that a permit has been obtained from the City and construction does not occur between 7:00 p.m. and 7:00 a.m. on weekdays, between 5:00 p.m. and 8:00 a.m. on Saturdays, and anytime on Sundays or federal holidays.</p> <p>Construction Noise</p> <p>Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment.</p> <p>For construction noise assessment, construction equipment can be considered to operate in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors), or with variable noise operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts for mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site). For linear construction, such as a roadway or pipeline, construction noise is assessed from the centerline of the alignment based on the distance worked in an hour.</p> <p>Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the Leq of the operation (FHWA 2018).</p> <p>Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels. The maximum hourly Leq of each phase is determined by combining the Leq contributions from each piece of equipment used in that phase (FHWA 2018).</p> <p>In typical construction projects, grading activities generate the highest noise levels, as grading involves the largest equipment and covers the greatest area. Typical heavy construction equipment during project grading and site preparation would include bulldozers, excavators, front-end loaders, graders, and stationary equipment, such as compressors and generators. It is assumed that diesel engines would power all construction equipment. For assessment purposes, and to be conservative, the loudest hour has been used for assessment. Noise levels are based on a loader, a dozer, a backhoe, an excavator, and a generator operating simultaneously.</p> <p>Using the FHWA RCNM to estimate noise associated with construction equipment maximum hourly noise levels are calculated to be 83 dBA Leq at 50 feet, as measured from the center of the construction site or activity. While this exceeds the City's daytime exterior noise level limits for the adjacent single-family residences, the projected construction noise levels are within typical levels for construction in urban areas and would not be unusually high such that they would have a significant impact on human health. In addition, construction-related noise is exempt from the City's noise standards between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. Saturdays. Compliance with the applicable construction hour limitations contained in the Municipal Code would therefore ensure that impacts from construction-related noise are less than significant.</p> <p>On-Site Operational Noise</p> <p>Noise levels from on-site operational noise sources were estimated at the nearest noise sensitive receptors using noise levels from equipment, obtained either from manufacturer specifications and the distance to receptors. On-site operational noise would be significant if noise levels exceeded the City standards for exterior noise at nearby noise sensitive receptors. Single family residences to adjacent to the south of the project site would be impacted if exterior operational noise levels would exceed the calculated noise standard of 55 dBA Leq between the hours of 10:00 p.m. and 7:00 a.m. (nighttime) or 55 dBA Leq between the hours of 7:00 a.m. and 10:00 p.m. (daytime) or 75 dBA Lmax during daytime hours and 65 dBA Lmax during nighttime hours. In addition, residences would be impacted if the project would result in interior noise levels that would exceed 35 dBA Leq between the hours of 10:00 p.m. and 7:00 a.m. (nighttime) or 45 dBA Leq between the hours of 7:00 a.m. and 10:00 p.m. (daytime).</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact																	
<p>On-site operation noises from HVAC equipment would not exceed the City’s exterior and interior daytime noise standards for residential land uses but would exceed the City’s nighttime exterior noise standards for residential uses. The following Mitigation Measure is proposed to reduce noise-related impacts to nearby sensitive receptors associated with HVAC equipment:</p> <p>Mitigation Measure NOI-1:</p> <p>Individual roof-mounted HVAC equipment shall be shielded by a screen or parapet be installed around all HVAC units. The screen or parapet shall extend at least one foot above the tallest rooftop unit and be of sufficient length to block line of sight between the HVAC units and residences to the south. The screen shall be designed to achieve at least a 5 dBA noise reduction for each unit.</p> <p>Roadway Operational Noise</p> <p>The analysis of anticipated future noise levels from traffic generated by the project is based on trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012). Based on the daily traffic rates the project would generate an estimated 1,221 daily trips with 111 PM peak hour trips. This study assumes that all roadway trips would use Columbia Avenue. Roadway noise was modeled using the HUD Day/Night Noise Level Electronic Assessment Tool (DNL) Calculator for existing and existing-plus-project ADT volumes. Table 13e summarizes the roadway noise modeling results.</p> <p>Table 13e – Roadway Traffic Noise</p> <table><tr><th rowspan="2">Modeled Location</th><th colspan="5">Roadway Noise (dBA Ldn)</th></tr><tr><th>Existing [1]</th><th>Existing + Project [2]</th><th>Noise Level Increase ([2]-[1])</th><th>Threshold (dBA)</th><th>Exceed Threshold?</th></tr><tr><td>Residences west of project site across E. La Cadena Dr.</td><td>73.3</td><td>73.4</td><td>0.1</td><td>1</td><td>No</td></tr></table> <p>Source: Salem Engineering Group, Inc. Noise Study, December 2019</p> <p>Because the existing roadway noise is approximately 73 dBA DNL at the residential property line used for this analysis, the allowable noise exposure increase is 1 dBA per FTA standards. The project would increase roadway noise by 0.2 dBA as compared to existing conditions. Therefore, project impacts to roadway noise would be imperceptible to the human ear and would not exceed the FTA thresholds for allowable increase in noise exposure.</p> <p>In summary, the project would result in potentially significant impacts resulting in the generation of ambient noise levels in excess of applicable thresholds as it relates to on-site operational noise produced by roof-mounted HVAC units. However, with the incorporation of Mitigation Measure NOI-1, all impacts are reduced to below-significant levels. Therefore, a Less Than Significant Impact with Mitigation Incorporated will occur.</p>					Modeled Location	Roadway Noise (dBA Ldn)					Existing [1]	Existing + Project [2]	Noise Level Increase ([2]-[1])	Threshold (dBA)	Exceed Threshold?	Residences west of project site across E. La Cadena Dr.	73.3	73.4	0.1	1	No
Modeled Location	Roadway Noise (dBA Ldn)																				
	Existing [1]	Existing + Project [2]	Noise Level Increase ([2]-[1])	Threshold (dBA)	Exceed Threshold?																
Residences west of project site across E. La Cadena Dr.	73.3	73.4	0.1	1	No																
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>																	

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact														
13b. Response: <i>(Source: General Plan 2025 Section 5.11 Noise, Table 5.11-B, Table 5.11-C, Table 5.11-G; Project Specific Noise Study/Acoustical Analysis prepared by SALEM ENGINEERING GROUP, INC, December 2019))</i>																		
<p>Less Than Significant Impact. Even though temporary and infrequent ground-borne vibration levels during construction activities would result in potential annoyance to residences and workers located adjacent to the project site but would not cause any damage to nearby buildings.</p> <p>The greatest levels of groundborne vibration are anticipated to occur during the site preparation phase. Outdoor site preparation for the project is expected to use a bulldozer and loaded truck. As shown below in Table 13f, a large bulldozer will have an approximate VdB of 87 at 25 feet. Typically damage to nearby fragile buildings starts at 100 VdB at 50 feet, which is above the level of groundborne vibration anticipated during our site preparation phase caused by construction equipment.</p>																		
Table 13f																		
<table><tr><th colspan="2">Vibration Source Levels For Construction Equipment</th></tr><tr><th>Equipment</th><th>Approximate VdB at 25 feet</th></tr><tr><td>Large Bulldozer</td><td>87</td></tr><tr><td>Caisson Drilling</td><td>87</td></tr><tr><td>Loaded Trucks</td><td>86</td></tr><tr><td>Jackhammer</td><td>79</td></tr><tr><td>Small Bulldozer</td><td>58</td></tr></table>					Vibration Source Levels For Construction Equipment		Equipment	Approximate VdB at 25 feet	Large Bulldozer	87	Caisson Drilling	87	Loaded Trucks	86	Jackhammer	79	Small Bulldozer	58
Vibration Source Levels For Construction Equipment																		
Equipment	Approximate VdB at 25 feet																	
Large Bulldozer	87																	
Caisson Drilling	87																	
Loaded Trucks	86																	
Jackhammer	79																	
Small Bulldozer	58																	
Source: Federal Transit Administration 1995																		
<p>Compliance with the applicable construction hour limitations, 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on weekends, contained in the Riverside Municipal Code would therefore ensure that impacts from construction-related groundborne vibrations are less than significant. For this reason, construction vibration impacts would be less than significant.</p>																		
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>														
13c. Response: <i>(Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contour, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP, March Air Reserve Base/March inland Port Comprehensive Land Use Plan (1999),Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)and Project Specific Noise Study/Acoustical Analysis prepared by RINCON CONSULTANTS, INC. on 2/28/2019)</i>																		

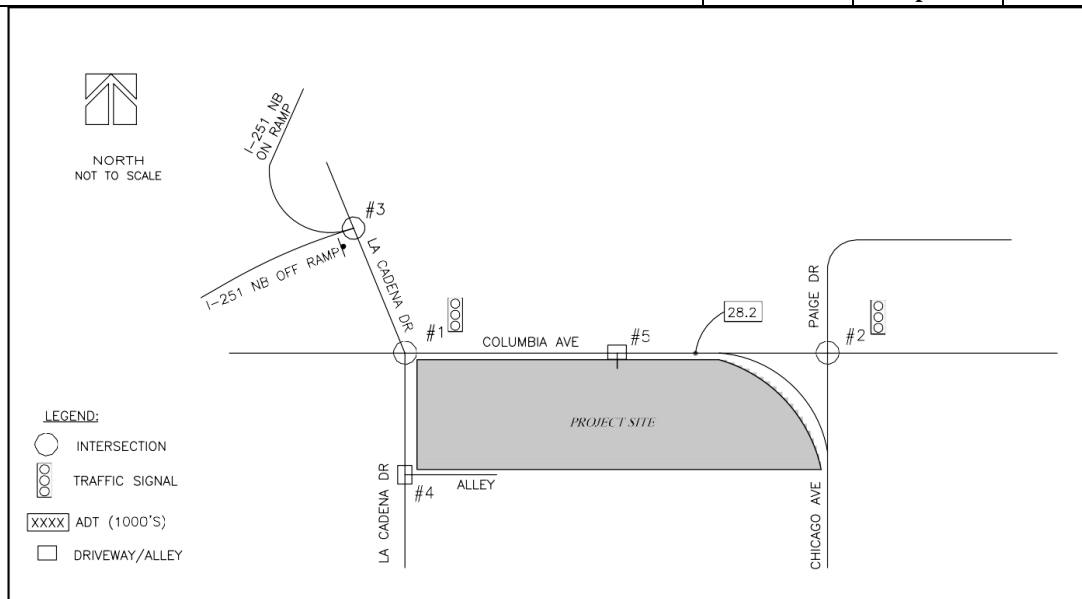
ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Less than Significant Impact. The proposed project is located in Zone E of the MARB LUCP as such will have less than significant impacts on people residing or working in the project area to excessive noise levels related to airport operations either directly, indirectly or cumulatively. Riverside Airport is the closest airport at 9.6 miles away from project site.</p> <p>In addition, per the GP 2025 Program FPEIR, there are no private airstrips within the City that would expose people working or residing in the City to excessive noise levels related to airport operations. Because the proposed project consists of development anticipated under the General Plan 2025, is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have less than significant impacts directly, indirectly or cumulatively.</p>				
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned 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"/>	X	<input type="checkbox"/>
<p>14a. Response:</p> <p>Less than significant impact. The project is in an urbanized area and does not propose new homes or businesses that would directly induce substantial population growth, and does not involve the addition of new roads or infrastructure that would indirectly induce substantial population growth.</p> <p>The project proposes the construction of an approximately 18,000-square-foot commercial center which will serve the local established community. Development of additional housing is not anticipated as a secondary effect of the project as the surrounding area is extensively developed with existing industrial and single-family residential uses. Therefore, this project will have a less than significant impact on population growth either directly or indirectly.</p>				
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>14b. Response:</p> <p>No Impact. The project will not displace existing people or housing, necessitating the construction of replacement housing elsewhere because the project site is proposed on vacant land that has no existing housing that will be removed by the proposed project. Therefore, there will be no impact on existing housing either directly, indirectly or cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
15a. Response: <i>(Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</i> Less than Significant Impact. The project consists of a commercial center made up of four buildings. The site will have two hammer head turn-arounds for fire trucks. A new public fire hydrant will be installed to serve the site and the immediate surroundings on Columbia Avenue near the intersection with E. La Cadena Drive. All four of the buildings will have fire sprinkler systems in accordance with Riverside City ordinance 16.32.335. Adequate fire facilities and services are provided by Stations #4, #6, and #19, located at 1496 W. Linden St, 1077 Orange Street, and 469 Center Street. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, there will be a less than significant impact on the demand for additional fire facilities or services either directly, indirectly or cumulatively.				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15b. Response: <i>(Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)</i> Less than significant impact. Adequate police facilities and services are provided by the Riverside Police Department located at 4102 Orange Street, located approximately two miles southwest of the project site. The proposed development and future anticipated uses are typical for neighborhood-serving commercial development and are not expected to create a substantial additional demand on police services and response times. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, there will be a less than significant impact on the demand for additional police facilities of services either directly, indirectly or cumulatively.				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
15c. Response: No Impact. The project is non-residential use that will not involve the addition of any housing units that would increase numbers of school age children. Therefore, there will be no impact on the demand for additional school facilities or services either directly, indirectly or cumulatively.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>15d. Response:</p> <p>Less than significant impact. The project involves the development of commercial facilities and would not directly lead to an increase in population. Because the project is a non-residential development, the project would not create the need for new or expanded park facilities. As a non-residential development, the project would still be subject to payment of Local Park Development and Trails Development Fees, pursuant to Sections 16.60 and 16.76 of the RMC, respectively. Payment of these fees would enable improvement or expansion of community parks and trail systems to offset any impact associated with the project. Therefore, impacts would be less than significant.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>15e. Response:</p> <p>Less than significant Impact. The project is a commercial center in an urbanized area and does not propose new residences or housing. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Park and Recreation and Community Services and Library Department practices, there will be less than significant impacts on the demand for additional public facilities or services either directly, indirectly or cumulatively.</p>				
16. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>16a. Response:</p> <p>Less than significant Impact. The City of Riverside currently has 2,806 acres of City-owned parks and recreational facilities, with other parks and recreational facilities not owned by the City totaling 12,939 acres. Parks in the vicinity of the project site include Hunter Park (approximately 0.5 mile east) and Reid Park (approximately 0.6 mile north west).</p> <p>The project would not result in a significant growth in population and thus would not result in substantial increased usage of nearby recreational facilities. The project would be required to pay Local Park Development and Trails Development Fees pursuant to Sections 16.60 and 16.76 of the RMC, respectively. These fees would offset any potential impact to parks, trails, or recreational facilities that may result from construction of the project. This impact would be less than significant.</p>				
b. Does the project include recreational facilities or require the construction or expansion of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
recreational facilities which might have an adverse physical effect on the environment?				
16b. Response: No Impact. The project does not include any new recreational facilities and would not require construction or expansion of recreational facilities. No impact would occur.				
17. TRANSPORTATION Would the project result in:				
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
17a. Response: <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, and Traffic Impact Analysis prepared by K2 Traffic Engineering, INC on 5/9/2019 [Appendix G])</i> Less than Significant with mitigation incorporated. K2 Traffic Engineering studied the impact this project would have on three intersections see Figure 17a. <ol style="list-style-type: none"> 1) Columbia Ave at E. La Cadena Dr 2) Columbia Ave at Chicago Ave 3) I-215 NB Ramps at E. La Cadena Dr Figure 17a – Study Area Intersections				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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As a pre-existing condition, the Caltrans-maintained intersection of I-215 Northbound Ramps at E. La Cadena Drive is currently STOP-controlled and operating at unacceptable LOS F in the AM and PM peak hours. Traffic signal warrant per California MUTCD is satisfied for peak hour traffic volumes based on existing traffic conditions without project. The project will further deteriorate the delay and result in significant traffic impacts at the STOP-controlled intersection of I-215 Northbound Ramps and E. La Cadena Drive.

To improve operations and reduce delay at the impacted intersection, a new traffic signal for the intersection of I-215 Northbound Ramps and E. La Cadena Drive should be installed. The fair share contribution for the project is calculated based on the percentage of project trips at the opening year in the PM peak hour, as shown in **Table 17a below**.

Table 17a. Calculation of Fair Share Contribution

Traffic Signalization	Project Trip	Overall Trip (2021)	Project Contribution
I-215 NB ramps at E. La Cadena Dr	18	1605	1.1%

By contributing its fair share of the cost of installation of a traffic signal at the impacted intersection, the project will reduce its impacts to the intersection LOS to a less-than significant level:

Mitigation Measure TRA-1: The project shall contribute a fair share of the new traffic signal for the intersection of I-215 Northbound Ramps and E. La Cadena Drive. The project's fair share contributions

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact																																																																			
<p>shall be 1.1% of the traffic signal improvement cost. The proposed project should contribute a fair share of traffic signal, estimated as 1.1% of the traffic signal improvement cost.</p> <p>With the proposed mitigation measure, the project will no longer have less than significant impact with mitigation incorporated on roadways, as shown below in Table 17b below:</p> <p>Table 17b – Level of Service with Mitigation Incorporated</p> <table border="1"> <thead> <tr> <th rowspan="2">Intersection #3: I-215 NB Ramps at E. La Cadena Dr</th> <th colspan="2">W/O PROJECT</th> <th colspan="2">WITH PROJECT & MITIGATION</th> <th rowspan="2">LOS D Or Better</th> <th rowspan="2">Significant Impact</th> </tr> <tr> <th>LOS</th> <th>DELAY</th> <th>LOS</th> <th>DELAY</th> </tr> </thead> <tbody> <tr> <td colspan="7">AM PEAK</td> </tr> <tr> <td>Existing Conditions</td> <td>F</td> <td>169.0</td> <td>C</td> <td>30.4</td> <td>YES</td> <td>N O</td> </tr> <tr> <td>Opening Year Conditions</td> <td>F</td> <td>470.4</td> <td>C</td> <td>31.9</td> <td>YES</td> <td>N O</td> </tr> <tr> <td>Future Year Conditions</td> <td>F</td> <td>744.9</td> <td>C</td> <td>34.1</td> <td>YES</td> <td>NO</td> </tr> <tr> <td colspan="7">PM PEAK</td> </tr> <tr> <td>Existing Conditions</td> <td>F</td> <td>426.0</td> <td>C</td> <td>29.5</td> <td>YES</td> <td>NO</td> </tr> <tr> <td>Opening Year Conditions</td> <td>F</td> <td>2,290.8</td> <td>D</td> <td>35.3</td> <td>YES</td> <td>NO</td> </tr> <tr> <td>Future Year Conditions</td> <td>F</td> <td>4,034.6</td> <td>D</td> <td>45.9</td> <td>YES</td> <td>NO</td> </tr> </tbody> </table> <p>Therefore the project will have less than significant impacts directly, indirectly and cumulatively with respect to compliance with applicable plans, policies and ordinances concerning the circulation system.</p>					Intersection #3: I-215 NB Ramps at E. La Cadena Dr	W/O PROJECT		WITH PROJECT & MITIGATION		LOS D Or Better	Significant Impact	LOS	DELAY	LOS	DELAY	AM PEAK							Existing Conditions	F	169.0	C	30.4	YES	N O	Opening Year Conditions	F	470.4	C	31.9	YES	N O	Future Year Conditions	F	744.9	C	34.1	YES	NO	PM PEAK							Existing Conditions	F	426.0	C	29.5	YES	NO	Opening Year Conditions	F	2,290.8	D	35.3	YES	NO	Future Year Conditions	F	4,034.6	D	45.9	YES	NO
Intersection #3: I-215 NB Ramps at E. La Cadena Dr	W/O PROJECT		WITH PROJECT & MITIGATION			LOS D Or Better	Significant Impact																																																																
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Future Year Conditions	F	4,034.6	D	45.9	YES	NO																																																																	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																																																																			
<p>Response 17b. (Source: California Senate Bill 743; CEQA Guidelines; Traffic Impact Analysis prepared for the project by K2 Engineering, May 9, 2019 [Appendix G])</p> <p>Less than Significant Impact. Section 15064.3(b)(1) of the CEQA guidelines states that projects that generate vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.</p>																																																																							

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
The City of Riverside has not adopted thresholds of significance for VMT increases. As the project is an infill development within an existing urbanized area, and will introduce new goods and services to an established community with improved access for pedestrians and non-motorized modes of transit, the project will have a negligible effect on VMT and therefore will not be inconsistent or conflict with an applicable threshold. Therefore, this project will have less than significant impacts .				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
17 c. Response: No Impact. The project site is located in Zone E of the MARB/MIP LUCP, characterized as “Other Airport Environs” and having low accident potential and other hazards relating to aviation. the closest airport is the Riverside Municipal Airport, located approximately 9.6 miles to the southwest. The project does not propose any uses or structures that would affect air traffic patterns or otherwise pose risks to aviation. Further, the project will create 18,000 square feet of neighborhood-service retail uses and thus will have a negligible effect on air travel demand in the region. Therefore, the project will have no impact resulting in a safety hazard for people residing or working in the project area directly, indirectly or cumulatively.				
d. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
17d. Response: <i>(Source: Project Site Plans, Lane Striping and Signing Plans and Traffic Impact Analysis prepared by K2 Traffic Engineering, INC. on 5/9/2019)</i> Response: Less than significant Impact. The project would include the construction of a commercial center. The project would have a 28 foot wide drive way on Columbia Avenue for vehicular access. This drive way can only be accessed by east bound traffic coming in and out of the commercial center as recommended in the TIA prepared for the project. This drive way will be left turn in and left turn out only. The project would not include sharp curves, dangerous intersections, or incompatible uses that would increase hazards. Impacts will be less than significant .				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
17e. Response: <i>(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code and Traffic Impact Analysis prepared by K2 Traffic Engineering, INC. on 5/9/2019)</i> Response: No Impact. The project is located on a previously improved site, with all off-site street improvements in place, and where no site modifications are proposed that would affect emergency access on the Columbia Avenue side of the project. A hammer head turn around will be present on the South-East corner of the project site to allow for Fire Truck access if need for the neighbors to the South, 1750 Columbia avenue. The project will be developed in compliance with Title 18, Section 18.210.030				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
and the City's Fire Code Section 503 (California Fire Code 2007); therefore, there will be no impact directly, indirectly or cumulatively to emergency access.				
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				:
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18a. Response: (<i>Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code, and site specific Cultural Resources Survey prepared by SALEM ENGINEERING GROUP, INC. on December 19, 2019 [Appendix C]</i>)</p> <p>Less than significant. A Cultural Resources Assessment prepared for the project includes a search of the California Historical Resources Information System (CHRIS) at the Eastern Information Center (EIC) located at the University of California, Riverside. The search was performed to identify all previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 1.0-mile radius surrounding it. The CHRIS search included a review of the National Register of Historic Places(NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, and the Archaeological Determinations of Eligibility list.</p> <p>The EIC records search identified 70 previously recorded cultural resources within a 1.0-mile radius of the project site; no resources were noted within the project site. Of the resources within the search radius, 67 are historic buildings or structures and three are historic archaeological sites. No prehistoric archaeological sites have been recorded within the search radius. Additionally, 19 previously conducted cultural resources studies have been performed within a 1.0-mile radius of the project site. Two studies (CA-RI-04430 and CA-RI-05748) have been completed within the current project site, neither of which identified cultural resources on the project site. As there are no listed or eligible resources within the project site boundaries, impacts will be less than significant.</p>				
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				
<p>18b. Response: (<i>Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code, and site specific Cultural Resources Survey prepared by SALEM ENGINEERING GROUP, INC. on December 19, 2019 [Appendix C]</i>)</p> <p>Less than Significant with Mitigation Incorporated. Native American Tribal consultation was conducted pursuant to AB 52 and SB 18. Notices to interested tribes were sent on May 30, 2019, with the tribal notification period ending August 28, 2019. Seven tribes responded to the notice, with two tribes (Torres-Martinez Desert Cahuilla Indians and Augustine Band of Cahuilla Mission Indians) declining consulting status on the project. Five tribes requested consulting status:</p> <ul style="list-style-type: none"> • The Morongo Band of Mission Indians; • The San Manuel Band of Mission Indians; • The Rincon Band of Luiseno Indians; • The Soboba Band of Luiseno Indians; and • The Kizh Nation Gabrieleno Band of Mission Indians. <p>Consultation with the requesting tribes was conducted via telephone and written correspondence in June, July and October 2019. No consulting tribe indicated concerns regarding the presence or likelihood of significant tribal cultural resources within the vicinity of the project site; however, concern was expressed over the possibility of inadvertent discovery of previously unknown buried tribal cultural resources or human remains during the course of ground-disturbing activities affecting native, previously undisturbed soils beneath the project site. To reduce potential impacts to previously unknown buried tribal cultural resources or human remains, mitigation measures CUL-1 through CUL-3, detailed in Checklist Response 5b above, are recommended. With the implementation of mitigation measures CUL-1 through CUL-3, impacts to tribal cultural resources will be less than significant with mitigation incorporated.</p>				
19. UTILITIES AND SYSTEM SERVICES. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>19a. Response: (GP 2025 Public Facilities and Infrastructure Element; FPEIR Section 5.16 – Utilities and System Services; Hydraulics study prepared by Apeco Engineering, April 2019G [Appendix E])</p> <p>Less than Significant Impact. The site is currently a vacant lot that is served by Riverside Public Utilities for water and electrical service, the City of Riverside for sewerage, The Gas Company of Southern California for gas service and various telecommunications providers with existing facilities in Columbia Avenue, Chicago Avenue and W. La Cadena Drive. No extension or expansion of any of these facilities is anticipated to serve the project. The project will result in the relocation of power poles that are currently used by residential neighbors across the alley on the south side of the site; however, the relocated poles will be partially buried and contained within the site and the existing public alley using conventional construction and installation methods to the specifications of RPU. There are existing storm drains at the south west end of the site just off the alley that would and currently capture storm water runoff. Post-construction storm water runoff would still flow to the south west end of the site and drain into the same storm water drain. Therefore, the project will have less than significant impacts resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
<p>b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>19b. Response: (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, Table 5.16-H – Current and Projected Domestic Water Supply (acre-ft/year) WMWD Table 5.16-I Current and Projected Water Use WMWD, Table 5.16-J – General Plan Projected Water Demand for WMWD Including Water Reliability 2025, RPU Master Plan)</p> <p>Less than Significant Impact. The project will not exceed expected water supplies. The project is generally consistent with the General Plan 2025 Typical Growth Scenario where future water supplies were determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I and 5.16-J of the General Plan 2025 Final PEIR). Further, the project will be required to comply with water use conservation measures established by the California Building Code as well as the City’s Water Efficient Landscape and Irrigation Ordinance. Therefore, the project will have less than significant impacts to water supplies either directly, indirectly or cumulatively.</p>				
<p>c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
project's projected demand in addition to the provider's existing commitments?				
<p>19c. Response: <i>(Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area)</i></p> <p>Less than Significant Impact. The project will require a zone change from residential to commercial as well as an amendment to General Plan 2025 but will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). The project is consistent with the General Plan 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the General Plan 2025 Final PEIR). Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. The project will not result in nor will it necessitate the construction of new or expanded water or wastewater treatment facilities. Therefore, impacts to wastewater treatment will be less than significant directly, indirectly or cumulatively will occur.</p>				
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>19d. Response: <i>(Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)</i></p> <p>Less than Significant Impact. The project will require a zone change from residential to commercial as well as an amendment to General Plan 2025 but the project will be consistent with the General Plan 2025 Typical Build-out Project level where future landfill capacity was determined to be adequate (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, impacts to landfill capacity will be less than significant directly, indirectly or cumulatively.</p>				
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>19e. Response: <i>(Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</i></p> <p>No Impact. The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed project must comply with the City's waste disposal requirements as well as the California Green Building Code and as such would not conflict with any</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Federal, State, or local regulations related to solid waste. Therefore, no impacts related to solid waste statutes will occur directly, indirectly or cumulatively.				
20. WILDFIRE				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>20a. Response (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas and CalFire Very High Fire Hazard Severity Zones in LRA):</p> <p>No Impact. The project would be required to comply with applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the Riverside Police and Fire departments. No roads would be permanently closed as a result of the construction or operation of the project, and no structures would be developed that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p> <p>During the construction of this project the site will be accessed via the alley adjacent and south of the site off La Cadena East. During the operation of this commercial center there will be two drive ways to access this commercial center. One drive way will be on Columbia avenue and one from the alley that leads to La Cadena East. These driveways would provide sufficient ingress/egress for passenger vehicles and light- and heavy-duty trucks that would frequent the project site.</p> <p>As such, implementation of the project would not interfere with existing emergency evacuation plans or emergency response plans in the area. Therefore, there would be no impacts to adopted emergency response or evacuation plans.. No mitigation is required.</p>				
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>20b. Response: (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas and CalFire Very High Fire Hazard Severity Zones in LRA)</p>				
<p>Less than significant Impact. The project site is located in an urbanized area, and there are no large undeveloped areas and steep slopes on or near the site that may exacerbate the risk of wildfire and thus expose future residents to fire hazards and pollutants from fire. The project site and the surrounding areas are not in designated Fire Hazard Areas, as shown in Figure PS-7 of the General Plan 2025 or in a VHFHSZ, as identified by CalFire. Rather, the site is within a Non-VHFHSZ area.</p> <p>The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to strong winds however, the potential impacts would not be exclusive to the project site since criteria</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, the potential impacts would be less than significant .				
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<p>20c. Response: (Source: General Plan EIR, Section 5.7, Hazards and Hazardous Materials)</p> <p>Less than Significant Impact. The project site is located in an urbanized area. Implementation of the project will not require the installation or maintenance of such infrastructure beyond connections to utilities surrounding the site. The project is not located within a severe fire hazard zone and public services, such as the City of Riverside Fire Department will adequately serve the project site. Impacts will be less than significant. As described previously, the project is not located within a severe fire hazard zone and public services, such as the City of Riverside Fire Department will adequately serve the project site. Impacts will be less than significant.</p>				
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>20d. Response. (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas and CalFire Very High Fire Hazard Severity Zones in LRA)</p> <p>No Impact. The proposed project is not within a designated VHFHSZ, as defined by CalFire. The project is located in a highly urbanized area, and the site topography is generally flat and away from downslope or landslide areas. Implementation of the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
21.a. Response. No Impact. The project site consists of bare, graded ground with sparse low-lying vegetation. The project site is not within an MSHCP cell group or cell. Regional wildlife movement is restricted due to the urbanized nature of Riverside. As such, no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on the project site. Furthermore, there is no viable on-site habitat for special status species, including burrowing owls and nesting birds. Therefore, there would be no impact to fish, wildlife, or plant species. There are no structures on the site. Therefore, there would be no impact related to the elimination of important examples of California history. The project would result in no impact .				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	X	<input type="checkbox"/>	
21b. Response: Less Than Significant With Mitigation Incorporated. The proposed project’s potential cumulative impacts to air quality, biological resources, cultural resources, GHGs, hazards and hazardous materials, noise, traffic, and tribal cultural resources, were analyzed in this Initial Study, and all cumulative impacts have been found to be less than significant with mitigation incorporated as summarized in the preceding checklist responses.				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	X	<input type="checkbox"/>	
21c. Less Than Significant Impact. Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology & water quality, noise, population and housing, hazards and hazardous materials, and traffic sections of this initial study and found to be less than significant with mitigation incorporated for each of the above sections. Based on the analysis and conclusions in this initial study, the project will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
direct and indirect impacts on human beings that result from the proposed project are less than significant with mitigation incorporated.				

**EMPIRE PHARMACY COMMERCIAL CENTER
PLANNING CASES P19-0179, P19-0180, P19-0181 & P19-0182
MITIGATION MONITORING AND REPORTING PROGRAM**

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party¹	Monitoring/Reporting Method
Air Quality	MM AQ-1: Construction activities shall use zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.	During all phases of construction	Public Works Department Inspector Building & Safety Division Inspector Project Applicant Contractor	Field inspections
Air Quality	MM AQ-2: All trucks hauling dirt, sand, soil or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).	During all phases of construction	Public Works Department Inspector Building & Safety Division Inspector Project Applicant Contractor	Field inspections
Air Quality	MM AQ-3: Building-mounted external kitchen exhaust fans shall be placed in such a manner as to direct exhaust odors to the north towards Columbia Avenue and away from adjacent residential neighbors to the south.	Prior to building permit issuance	Planning Division	Plan check review

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

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Cultural Resources	MM CUL-1: Changes to Project and Inadvertent Discoveries: Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, developer/applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the developer/applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the project site if the site design and/or proposed grades should be revised.:	Prior to issuance of a grading permit, if there are any changes to project site design and/or proposed grades. s	Planning Division and Historic Preservation Division	Compliance with Project Conditions of Approval.
Cultural Resources	MM CUL-2: On call Project Archaeologist: Prior to the issuance of a grading permit, the Property Owner/Developer shall provide a letter from a County certified Archaeologist and Paleontologist stating that the Property Owner/Developer has retained these individuals, and that the Archaeologist and Paleontologist shall be on call during all grading and other significant ground-disturbing activities in native sediments.	Prior to issuance of a grading permit	Planning Division and Historic Preservation Division	Evidence of retention of on-call archaeologist
Cultural Resources	MM CUL-3: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:	On-going through grading and/or ground disturbing activities	Planning Division; Historic Preservation Division; Project Applicant/Landowner ; Project Archaeologist;	If resources are found and curated, a copy of the curation agreement shall be provided to the City.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site or at the offices of the project archaeologist. If a secure location cannot be identified onsite, the discovered resources may be stored at the offices of the project Archeologist with concurrence with the consulting tribe(s). The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</p> <p>2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same:</p> <ul style="list-style-type: none"> a. Preservation-In-Place of the cultural resources, if feasible as determined through coordination between the project archeologist, developer/applicant, and consulting tribal monitor(s). Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources in perpetuity; b. Accommodate the process for on-site reburial of the discovered items with the consulting Native 		Consulting Tribal Monitor(s)	Submission of a Phase IV Monitoring Report.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</p> <p>c. If on-site reburial is not feasible, A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;</p> <p>d. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, the developer/applicant shall select a curation facility within Riverside County per 36 CFR Part 79; and</p> <p>e. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural</p>			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center, and consulting tribes.			
Noise	MM NOI 1: Individual roof-mounted HVAC equipment shall be shielded by a screen or parapet be installed around all HVAC units. The screen or parapet shall extend at least one foot above the tallest rooftop unit and be of sufficient length to block line of sight between the HVAC units and residences to the south. The screen shall be designed to achieve at least a 5 dBA noise reduction for each unit.	Prior to Building Permit Issuance	Planning Division;	Plan Check Review
Traffic	MM TRA-1: The project shall contribute a fair share of the new traffic signal for the intersection of I-215 Northbound Ramps and E. La Cadena Drive. The project's fair share contributions shall be 1.1% of the traffic signal improvement cost. The proposed project should contribute a fair share of traffic signal, estimated as 1.1% of the traffic signal improvement cost.	Prior to issuance of building permits or of final occupancy at the discretion of the City Traffic Engineer	Traffic Engineering Division	Proof of payment of fair-share contribution