



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Draft Mitigated Negative Declaration

AGENDA ITEM NO.:

WARD: 4

1. **Case Numbers:** P12-0419 (General Plan Amendment)
P12-0557 (Rezoning)
P12-0558 (Conditional Use Permit)
P12-0559 (Design Review)
2. **Project Title:** Chase Bank
3. **Hearing Date:** February 7, 2013
4. **Lead Agency:** City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522
5. **Contact Person:** Kyle Smith, Associate Planner
Phone Number: (951) 826-5220
6. **Project Location:** 360 Alessandro Boulevard
7. **Project Applicant/Project Sponsor's Name and Address:**

<u>Applicant / Architect</u> Robert P. Demmond, Project Manager Stantec 19 Technology Drive Suite 200 Irvine CA 92618-2334	<u>Property Owner</u> AT&T Communications of California 100 N. Stoneman, Room 130 Alhambra, CA 91801
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8. **General Plan Designation:** HDR- High Density Residential
9. **Zoning:** RE – Residential Estate
10. **Description of Project:**

The applicant is requesting consideration of an approximately 3,858 square foot building with a two-lane drive thru on the subject 0.88-acre project site. The site currently contains a AT&T phone switch facility, which has closed and is no longer operational. The proposal involves construction of a single-story, single tenant building to serve a financial institution (“Chase Bank”). The proposed building is generally situated in the center of the site, with vehicular access obtain via a driveway from Mission Grove Parkway to the east or Alessandro Boulevard to the south. The applicant proposes a 28-space parking lot and a two-lane drive thru, plus a bypass lane, which will be located on the westerly side of the building. A 15-foot landscape setback is

proposed along both street frontages. Proposed architecture can generally be described as contemporary with a pitched roof tower element proposed at the entry on the south side of the building, plus an architecturally integrated canopy over the drive thru area.

In addition to Design Review of the plot plan and elevations, the applicant proposes a General Plan Amendment to change the General Plan land use designation of the site from HDR – High Density Residential to O - Office. A change of zone from the existing RE – Residential Estate Zone to O-Office Zone is also proposed. Additionally, a Conditional Use Permit has been submitted to consider the proposed drive-thru.

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

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Former AT&T Phone switch facility	HDR- High Density Residential	RE – Residential Estate
North	Apartments	HDR- High Density Residential	R-3-1300-SP – Multiple Family Residential and Specific Plan (Mission Grove) Overlay Zones
East (Across Mission Grove PW)	Metropolitan Water District of Southern California Office and facility	PF – Public Facilities	PF – Public Facilities
South (Across Alessandro Blvd.)	Commercial / Retail center	C- Commercial	CR-SP – Commercial Retail and Specific Plan (Mission Grove) Overlay Zones
West	Apartments	HDR- High Density Residential	R-3-1300-SP – Multiple Family Residential and Specific Plan (Mission Grove) Overlay Zones

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

None

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

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. Cultural Resources Records Search prepared by Eastern Information Center, dated December 14, 2012
- d. Noise Study prepared by Colia Acoustical Consultants, dated November 12, 2012
- e. Water Quality Management Plan prepared by Kimley-Horn and Associates, dated December 18, 2012

14. Acronyms

- AICUZ - Air Installation Compatible Use Zone Study
- AQMP - Air Quality Management Plan
- AUSD - Alvord Unified School District
- CEQA - California Environmental Quality Act
- CMP - Congestion Management Plan
- EIR - Environmental Impact Report

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

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

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

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

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

Signature _____

Date _____

Printed Name & Title _____

For City of Riverside



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT Planning Division

Environmental Initial Study

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

DRAFT

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</p> <p>The proposed Project consists of an infill project within an urbanized area completely surrounded by existing development where there are no scenic vistas and where direct, indirect and cumulative impacts to scenic vistas are less than significant.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1b. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City’s Urban Forest Tree Policy Manual, Title 20 – Cultural Resources and, Title 19 – Article V – Chapter 19.100 – Residential Zones - RC Zone)</p> <p>The General Plan 2025 designates several roadways as Scenic Boulevards and Parkways in order to protect scenic resources and enhance the visual character of Riverside. The proposed Project is located along Alessandro Boulevard, which is designated as a Scenic Boulevard/Parkway within the Circulation and Community Mobility Element of the General Plan 2025, Figure CCM-4 – Master Plan of Roadways. The Project plans have been designed to comply with the design policies contained in the Citywide Design and Sign Guidelines, and are consistent and compatible with the existing development of the surrounding area. Further, the Project will be conditioned to maintain a minimum 15-foot landscape setback along Alessandro Boulevard and provide architecture and landscaping with focal points of visual interest orientated toward the special/scenic boulevard. Therefore, any potential adverse direct, indirect or cumulative impacts from this Project will be less than significant.</p>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1c. Response: (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines, and Mission Grove Specific Plan)</p> <p>The proposed Project consists of a General Plan Amendment and Rezoning to apply the proper land use designations for the proposed bank. Further, the Project consists of Design Review of plot plans and building elevations to ensure the Project is consistent with the Citywide Design and Sign Guidelines. In addition, a Conditional use Permit is required as the proposed use would contain a drive-thru. While the Project is located both adjacent to an existing residential neighborhood and a scenic boulevard, it has been designed to be compatible with the surrounding area. 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>				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1d. Response: (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, Mission Grove Specific Plan)</p> <p>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 an approximately 3,858 square foot financial institution building 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 bank building, down lights must be utilized. Light poles must not exceed twenty (20) feet in height. As such, this Project will have a less than significant impact directly, indirectly, or cumulatively which would adversely affect day or nighttime views.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>	<input checked="" type="checkbox"/>
<p>2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability & General Plan 2025 FPEIR – Appendix I – Designated Farmland Table)</p>				
<p>The Project is located within an urbanized area. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 reveals that the Project site is not designated as, 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"/>	<input checked="" type="checkbox"/>
<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>The site is within a built environment and no Williamson Act contracts are implemented on the site. The proposed Project will not conflict with existing zoning for agricultural uses or any applicable Williamson Act contracts. Therefore, no impacts will occur from this Project directly, indirectly or cumulatively.</p>				
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2c. Response: (Source: GIS Map – Forest Data)</p> <p>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.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2d. Response: (Source: GIS Map – Forest Data) 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.</p>				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data) The Project is proposed to be located in an urbanized area of the City on a site currently surrounded by built up development and currently occupied by an existing telephone switching facility. The site is identified as urban/built out land and therefore does not support agricultural resources or operations. The Project will not result in the conversion of designated farmland to non-agricultural uses. In addition, there are no agricultural resources or operations, including farmlands within proximity of the subject site. The City of Riverside has no forest land that can support 10-percent native tree cover. Therefore, no impacts will occur from this Project directly, indirectly or cumulatively to conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.</p>				
3. AIR QUALITY.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3a. Response: (Source: South Coast Air Quality Management District’s 2007 Air Quality Management Plan (AQMP)) The proposed Project involves a General Plan Amendment to change the land use designation of the 0.8-acre site from HDR – High Density Residential to O- Office. This action will result in a slight increase in emissions as a result of the change in land use designation; however the increase in commercial land use over that analyzed under the General Plan 2025 is limited to 0.8 acres and thus will be insignificant and not result in conflicts with or obstruct implementation of the applicable air quality plan. Further, to ensure short term emissions are further reduced, the General Plan 2025 Program required mitigation measures that have been applied to this Project, MM AIR 1 - 2. Further, the Project will not conflict with or obstruct implementation of South Coast District’s 2007 Air Quality Management Plan (AQMP) and will be subject to mitigation measures (MM AIR 1 - 2) as outlined below, the impacts directly, indirectly and cumulatively will be less than significant. .</p> <p>MM Air 1: To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.</p> <p>MM Air 2: To reduce construction related particulate matter air quality impacts of City Projects the following measures shall be required:</p> <ol style="list-style-type: none"> 1. The generation of dust shall be controlled as required by the AQMD; 2. Grading activities shall cease during periods of high winds (greater than 25 mph); 3. Trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and 4. The contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with 				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approved traffic control plan.				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

3b. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 AQMP, CalEEMod)

An Air Quality Model was conducted using CalEEMod. The results of the air quality model showed that the proposed Project would generate emissions far lower than the SCAQMD thresholds for significance for air quality emissions and it was determined to be **less than significant** directly, indirectly and cumulatively to ambient air quality and will not contribute to an existing air quality violation.

CalEEMod MODEL RESULTS SHORT-TERM IMPACTS						
Activity	Daily Emissions (lbs./day)					
	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds Construction	75	100	550	150	150	55
Daily Project - Emissions Construction	<i>0.61</i>	<i>1.23</i>	<i>0.76</i>	<i>0</i>	<i>0.11</i>	<i>0.08</i>
Exceeds Y/N Threshold?	N	N	N	N	N	N

CalEEMod MODEL RESULTS LONG-TERM IMPACTS						
Activity	Daily Emissions (lbs./day)					
	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds Operation	55	55	550	150	150	55
Daily Project - Emissions Operational	<i>0.42</i>	<i>0.54</i>	<i>2.28</i>	<i>0.00</i>	<i>0.26</i>	<i>0.03</i>
Exceeds Y/N Threshold?	N	N	N	N	N	N

To ensure short term emissions are further reduced the General Plan 2025 Program required mitigation measures that have been applied to this Project, MM AIR 1-2. Therefore, because the Project will not violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, and will be subject to further mitigation measures (MM AIR 1 - 2) as outlined below, the impacts directly, indirectly and cumulatively will be **less than significant**.

MM Air 1: To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.

MM Air 2: To reduce construction related particulate matter air quality impacts of City Projects the following measures shall be required:

1. The generation of dust shall be controlled as required by the AQMD;

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Grading activities shall cease during periods of high winds (greater than 25 mph); 3. Trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and 4. The contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approved traffic control plan.				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3c. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, CalEEMod 2007 Model)</p> <p>Per the GP 2025 FPEIR, AQMP thresholds indicate future construction activities under the General Plan 2025 are projected to result in significant levels of NO_x and ROG, both ozone precursors, PM-10, PM-2.5, and CO. Although long-term emissions are expected to decrease by 2025, all criteria pollutants remain above the SCAQMD thresholds.</p> <p>The portion of the Basin within which the City is located is designated as a non-attainment area for ozone, PM-10 and PM-2.5 under State standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under Federal standards.</p> <p>The proposed Project involves a General Plan Amendment to change the land use designation of the 0.8 acre site from HDR – High Density Residential to O - Office. This action will result in a slight increase in emissions as a result of the change in land use designation, a result of the change in land use designation; however the increase in commercial land use is limited to 0.8 acres and will be negligible.</p> <p>Because the proposed Project is substantially consistent with the General Plan 2025, cumulative impacts related to criteria pollutants as a result of the Project were previously evaluated as part of the cumulative analysis of build out anticipated under the General Plan 2025 Program. As a result, the proposed Project does not result in any new significant impacts that were not previously evaluated and for which a statement of overriding considerations was adopted as part of the General Plan 2025 FPEIR. Therefore, cumulative air quality emissions impacts are less than significant.</p>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<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
<p>3d. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan or CalEEMod)</p>				
<p>In conformance with the General Plan 2025 FPEIR MM AIR 1 and MM AIR 7 a CalEEMod computer model analyzed short-term construction and long-term operational related impacts of the Project and determined that the proposed Project would not exceed SCAQMD thresholds for short-term construction and long-term operational impacts. The Project site contains a telephone utility phone switch facility, and the proposed project involves construction of a new bank building with drive-thru and parking lot.</p>				
<p>The proposed Project involves a General Plan Amendment to change the land use designation of the 0.8 acre site from HDR – High Density Residential to O - Office. This action will result in a slight increase in emissions as a result of the change in land use designation, however the increase will be negligible as the site is 0.8 acres and proposed use is commercial. In addition, the Project site is adjacent to and in proximity to existing multiple-family residences (apartments), sensitive receptors that could be affected by short-term air quality impacts from construction activities. To ensure short term emissions are further reduced, and impacts to nearby sensitive receptors are minimized with the General Plan 2025 Program required mitigation measures that have been applied to this Project, MM AIR 1 - 2. As a result, impacts related to exposure of sensitive receptors to substantial pollutant concentrations directly, indirectly and cumulatively will be less than significant with the following mitigation measures:</p>				
<p>MM Air 1: To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.</p>				
<p>MM Air 2: To reduce construction related particulate matter air quality impacts of City Projects the following measures shall be required:</p>				
<ol style="list-style-type: none"> 1. The generation of dust shall be controlled as required by the AQMD; 2. Grading activities shall cease during periods of high winds (greater than 25 mph); 3. Trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and 4. The contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approved traffic control plan. 				
<p>e. Create objectionable odors affecting a substantial number of people?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3e. Response: The Project would not expose a substantial number of people to objectionable odors because the proposed use is a bank with a drive-thru and given the proposed use is a bank, no amount of objectionable odors are anticipated to be generated. Therefore, no impact to creating objectionable odors will occur directly, indirectly or cumulatively.</p>				
<p>4. BIOLOGICAL RESOURCES. Would the project:</p>				
<p>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4a. Response: (Source: General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The Project site is located on a previously developed/improved site within an urbanized area and 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. 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"/>	<input checked="" type="checkbox"/>
<p>4b. Response: (Source: General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area) No wetland or riparian vegetation exists on the Project site is on a previously developed/improved site within an urbanized area. Furthermore, the Project site is located within an urban built-up area and contains existing development. Generally, the surrounding area has been developed for many years and a long history of severe disturbance exists in the area, such that there is little chance that any riparian habitat could have persisted. Therefore, no impact to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service with implementation of the proposed Project will occur directly, indirectly and cumulatively.</p>				
<p>c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4c. Response: (Source: City of Riverside GIS/CADME USGS Quad Map Layer) The Project is proposed on a previously developed/improved site located within in 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 to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly and cumulatively.</p>				
<p>d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4d. Response: (Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage) The Project is proposed on a previously developed/improved site within in 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</p>				
<p>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4e. Response: (Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual) Implementation of the proposed Project is subject to all applicable Federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. In addition, the Project is required to comply with Riverside Municipal Code Section 16.72.040 establishing the MSHCP mitigation fee and Section 16.40.040 establishing the</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Threatened and Endangered Species Fees.				
<p>Any Project within the City of Riverside’s boundaries that proposes planting a street tree within a City right-of-way must follow the Urban Forest Tree Policy Manual. The Manual documents guidelines for the planting, pruning, preservation, and removal of all trees in City rights-of-way. The specifications in the Manual are based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute. Any future Project will be in compliance with the Tree Policy Manual when planting a tree within a City right-of-way, and therefore, impacts will be less than significant.</p> <p>In addition, the General Plan 2025 includes policies to ensure that future development would not conflict with any local policies or ordinances protecting biological resources, including tree preservation policies. This Project has been reviewed against these policies and found to be in compliance with the policies. For these reasons, the Project will have a less than significant impact directly, indirectly and cumulatively on local policies or ordinances protecting biological resources and tree preservation.</p>				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4f. Response: (Source: MSHCP)</p> <p>The Project is proposed on a previously developed/improved site within an urbanized area and will not impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan directly, indirectly and cumulatively. 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.</p>				
<p>5. CULTURAL RESOURCES.</p> <p>Would the project:</p>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>5a. Response: (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code, and Cultural Resources Records Search prepared by Eastern Information Center, dated December 14, 2012)</p> <p>This Project will be located on a site where no historic resources exist as defined in Section 15064.5 of the CEQA Guidelines because this Project is proposed on a site which currently contains telephone switch facility. Therefore, no impacts directly, indirectly and cumulatively to historical resources will occur.</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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5b. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study and Cultural Resources Records Search prepared by Eastern Information Center, dated December 14, 2012)</p> <p>This Project site is within an urbanized area, currently contains telephone switch facility and has been previously graded. It is unlikely that archeological resources would be found in the Project site as the property has been previously disturbed in conjunction with existing surrounding development and utility improvements in the area. With implementation of condition requiring compliance with Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e) and Public Resources Code 5097.98 regarding burried materials and human remains found during constrution and/or grading activities require a stoppage of all work until a qualified archeologist/tribal member can evaluate the nature and significance of the finds, impacts to these resources as a result of the Project are less than significant level 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
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5c. Response: (Source: General Plan 2025 Policy HP-1.3)				
<p>This Project site is within an urbanized area, currently contains telephone switch facility and has been previously graded. In the judgement of the Planning Division, it is unlikely that archeological resources would be found in the Project site as the property has been previously disturbed in conjunction with existing surrounding development and utility improvements in the area. With implementation of condition requiring compliance with Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e) and Public Resources Code 5097.98 regarding burried materials and human remains found during constrution and/or grading activities require a stoppage of all work until a qualified archeologist/tribal member can evaluate the nature and significance of the finds, impacts to these resources as a result of the Project are less than significant level directly, indirectly, or cumulatively.</p>				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5d. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)				
<p>This Project site is within an urbanized area, currently contains telephone switch facility and has been previously graded. Pursuant to Senate Bill 18 (Burton), the appropriate Native American tribes as identified by the State Native American Heritage Commission were notified of the proposed General Plan amendment component of this Project. No requests for consultation were received by Planning Staff after the required 90 days review period. With implementation of condition requiring compliance with Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e) and Public Resources Code 5097.98 regarding burried materials and human remains found during constrution and/or grading activities require a stoppage of all work until a qualified archeologist/tribal member can evaluate the nature and significance of the finds, impacts to these resources as a result of the Project are less than significant level directly, indirectly, or cumulatively.</p>				
6. GEOLOGY AND SOILS.				
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6i. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR Appendix E – Geotechnical Report)				
<p>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 no impacts related to strong seismic ground will occur directly, indirectly and cumulatively.</p>				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6ii. Response: (Source: General Plan 2025 FPEIR Appendix E – Geotechnical Report)				
<p>The San Jacinto Fault Zone located northeast of the City , and 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 is required to comply with the California Building Code regulations, impacts associated with strong seismic ground shaking will have no impact directly, indirectly and cumulatively.</p>				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>6iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, and Appendix E – Geotechnical Report)</p> <p>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. Compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction would have no impact directly, indirectly and cumulatively.</p>				
<p>iv. Landslides?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6iv. 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, and Storm Water Pollution Prevention Plan SWPPP)</p>				
<p>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>				
<p>b. Result in substantial soil erosion or the loss of topsoil?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code)</p>				
<p>Erosion and loss of topsoil could occur as a result of the Project. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The Project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, with the erosion control standards of the Subdivision Code (Title 18) for which all development activity must comply, the Grading Code (Title 17) also requires the implementation of measures designed to minimize soil erosion. Compliance with State and Federal requirements as well as with Titles 18 and 17 of the Riverside Municipal Code will ensure that soil erosion or loss of topsoil will be less than significant impact directly, indirectly and cumulatively.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6c. 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, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Appendix E – Geotechnical Report)</p>				
<p>The general topography of the subject site is relatively flat. Compliance with the City’s existing codes and the policies contained in the General Plan 2025 help to ensure that impacts related to geologic conditions are reduced to less than significant impact levels directly, indirectly and cumulatively.</p>				
<p>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6d. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)</p>				
<p>Expansive soil is defined under <i>California Building Code</i>. The soil types of the subject site are Fallbrook and Terrace Escarpments (See Figure 5.64 – Soils of the General Plan 2025 Program Final PEIR.) Compliance with applicable provisions of the City’s Subdivision Code- Title 18 and the California Building Code with regard to soil hazards related to the expansive soils will be reduced to a less than significant impact level for this project directly, indirectly and cumulatively.</p>				
<p>e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>6e. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Type) The proposed Project will be served by sewer infrastructure. Therefore, the Project will have no impact directly, indirectly or cumulatively.</p>				
<p>7. GREENHOUSE GAS EMISSIONS.</p>				
<p>Would the project:</p>				
<p>a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7a. Response: The proposed Project involves a General Plan Amendment to change the land use designation of the 0.8-acre site from HDR – High Density Residential to O- Office. This action will result in a slight increase in emissions as a result of the change in land use designation; however, the increase in commercial land use is limited to 0.8 acres and thus will be negligible. The Project will complement the City’s General Plan policies and statewide Building Code requirements designed to reduce GhG emissions. Since the Project will not result in a net increase in GhG emissions, it will not interfere with the State’s goals of reducing greenhouse gas emissions to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GhG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Projects that are consistent with the projections of employment and population forecasts identified by the SCAG are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG’s modeling section to forecast travel demand and air quality for planning activities such as the RTP, the SCAQMD’s AQMP, RTIP, and the Regional Housing Plan. This Project is consistent with the projections of employment and population forecasts identified by the SCAG that are consistent with the General Plan 2025 “Typical Growth Scenario.” Therefore, this Project will have less than significant impacts with respect to GhG emissions directly, indirectly or cumulatively.</p>				
<p>b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7b. Response: The SCAQMD supports State, Federal and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules and has established an interim Greenhouse Gas (GHG) threshold. As indicated in Question A, above, the Project would comply with the City’s General Plan policies and State Building Code provisions designed to reduce GHG emissions. In addition, the Project would comply with all SCAQMD applicable rules and regulations during construction and will not interfere with the State’s goals of reducing GHG emissions to 1990 levels by the year 2020 as stated in the AB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Based upon the CalEEMod analysis for this Project and the discussion above, the Project will not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GHG and thus a less than significant impact will occur directly, indirectly and cumulatively in this regard.</p>				
<p>8. HAZARDS & HAZARDOUS MATERIALS.</p>				
<p>Would the project:</p>				
<p>a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8a. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)</p>				
<p>The proposed project does not involve the transport, use, or disposal of any hazardous material because the use is an approximately 3,858 square foot financial institution with two lane drive-thru. As such, the project will have no impact related to the transport, use, or disposal of any hazardous material either directly, indirectly and cumulatively.</p>				
<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</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
the environment?				
<p>8b. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)</p>				
<p>The proposed project does not involve the use of any hazardous materials. As such the project will have no 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"/>	<input checked="" type="checkbox"/>
<p>8c. Response: (Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code)</p>				
<p>The proposed project does not involve any emission or handling of any hazardous materials, substances or waste within one-quarter mile of an existing school because the proposed use is a financial institution and because the use is located 0.8 miles from the nearest existing or proposed school (Taft Elementary School). Therefore, the project will have no impact regarding emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school directly, indirectly or cumulatively.</p>				
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8d. Response: (Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites)</p>				
<p>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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8e. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005), ALUC Staff Report ZAP1085MA12 approved on October 11, 2012)</p>				
<p>The proposed project is located within Safety and/or Airport Compatibility Zone II as depicted on Figure 5.7-2 of the General Plan 2025 Program FPEIR for the March Air Reserve Base/March Inland Port (MARB/MIP) as noted in March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (CLUP) and Airport Compatibility Zone(s) C-2 of the Draft MARB/MIP Joint Land Use Study (JLUS). The project was reviewed by the Airport Land Use Commission (ALUC) to ensure that the project is consistent with the compatibility zone as well as in compliance with the land use standards in the RCALUP, MARB CLUP and Draft JLUS. Because the project has been found to be consistent with the RCALUCP by the ALUC, impacts related to hazards from airports are less than significant impacts directly, indirectly and cumulatively.</p>				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</p> <p>Because the proposed Project is not located within proximity of a private airstrip, and does not propose a private airstrip, the</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Project will not result in a safety hazard for people residing or working in the project area and would have no impact directly, indirectly or cumulatively.				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8g. Response: (Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan, General Plan 2025 Figure PS 8.1 – Evacuation Routes)</p>				
<p>The Project will be served by existing fully improved streets (Mission Grove Parkway and Alessandro Blvd.) as well as a network of local streets. All streets have been designed to meet the Public Works and Fire Departments’ specifications. As part of the Project’s construction, no street closure will be necessary, so as not to interfere or impede with any emergency response or evacuation plan. Therefore, the Project will have a less than significant impact directly, indirectly and cumulatively to an emergency response or evacuation plan.</p>				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8h. Response: (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside’s EOP, 2002 http://intranet/Portal/uploads/Riv_City_EOP_complete.pdf, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)</p>				
<p>The proposed Project is located in an urbanized area where no wildlands exist and the property is not located within a Very High Fire Severity Zones (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>9. HYDROLOGY AND WATER QUALITY.</p>				
<p>Would the project:</p>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9a. Response: (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Project Specific Water Quality Management Plan prepared by Kimley-Horn and Associates, dated December 18, 2012)</p>				
<p>The project site is currently developed with close to 100 percent of impervious surface, with the exception of landscaped areas. Upon construction of the building and parking lot for this project, the permeable area of the project site will increase slightly with additional landscaped area. A preliminary WQMP has been submitted and approved by the Public Works Department for this project. Furthermore, under the NPDES permit managed by the RWQCB, the project is not required to institute new water quality BMPs, as no new runoff will be generated from the project. 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</p> <p>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.</p>				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
<p>9b. Response: (Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU Map of Water Supply Basins, RPU Urban Water Management Plan, WMWD Urban Water Management Plan)</p>				
<p>The proposed Project is located within the Riverside South Water Supply Basin. The Project is required to connect to the City’s sewer system and comply with all NPDES and WQMP requirements that will ensure the proposed Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there will no impact to groundwater supplies and recharge either directly, indirectly or cumulatively.</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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9c. Response: (Source: Preliminary grading plan, and Project Specific Water Quality Management Plan prepared by Kimley-Horn and Associates, dated December 18, 2012)</p>				
<p>The Project is subject to NPDES requirements. 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. Therefore, the Project will have a less than significant impact directly, indirectly or cumulatively to existing drainage patterns.</p>				
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9d. Response: (Source: Preliminary grading plan, and Project Specific Water Quality Management Plan prepared by Kimley-Horn and Associates, dated December 18, 2012)</p>				
<p>The project will not directly or indirectly result in any activity or physical alteration of the site or surrounding area, (i.e. through grading, ground disturbance, structures or additional paving) that would alter the existing drainage pattern of the site, alter the course of stream or river, or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site because the project consists of construction of a bank with drive-thru and associated parking and landscape areas on a previously developed site and completely surrounded by existing development. Therefore the project will not alter the course of a stream or river and there will be no impact directly, indirectly or cumulatively that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9e. Response: (Source: Preliminary Grading Plan, and Project Specific Water Quality Management Plan prepared by Kimley-Horn and Associates, dated December 18, 2012)</p>				
<p>The project will not directly or indirectly result in any activity or physical alteration of the site or surrounding area (i.e. through grading, ground disturbance, structures or additional paving) that would create or contribute runoff water which would exceed capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff because the project consists of construction of a bank with drive-thru and associated parking and landscape areas on a previously developed site. Therefore, the project will not create or contribute runoff water exceeding capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and there will be no impact 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
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9f. Response: (Source: Project Specific Water Quality Management Plan prepared by Kimley-Horn and Associates, dated December 18, 2012)				
<p>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 development does not cause adverse water quality impacts, pursuant to its Municipal Separate Storm System (MS4) permit through the Project's WQMP. The proposed development will increase the amount of impervious surface area in the City. This impervious area includes paved parking areas, sidewalks, roadways, and building rooftops; all sources of runoff that may carry pollutants and therefore has the potential to degrade water quality. This development has been required to prepare preliminary BMPs that have been reviewed and approved by Public Works. Final BMPs will be required prior to grading permit issuance. The purpose of this requirement is to insure treatment BMPs are installed/constructed as part of the Project so that the pollutants generated by the Project will be treated in perpetuity. Therefore, impacts related to degrading water quality are less than significant directly, indirectly and cumulatively.</p>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9g. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps Zone X, Map # 06065C0740G)				
<p>No Impact. A review of National Flood Insurance Rate Map (Map Number 06065C0740G Effective Date August 28, 2008) and Figure 5.8-2 – Flood Hazard Areas of the General Plan Program FPEIR, shows that the project is not located within or near a 100-year flood hazard area and the project does not involve the construction of housing. There will be no impact caused by this project directly, indirectly or cumulatively as it will not place housing within a 100-year flood hazard area.</p>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9h. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps Zone X, Map # 06065C0740G)				
<p>The project site is not located within or near a 100-year flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0740G Effective Date August 28, 2008). Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and no impact will occur directly, indirectly or cumulatively.</p>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9i. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps Zone X, Map # 06065C0740G)				
<p>The project site is not located within or near a flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0740G Effective Date August 28, 2008) or subject to dam inundation as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. Therefore, the project will not place a structure within a flood hazard or dam inundation area that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and therefore no impact directly, indirectly or cumulatively will occur.</p>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9j. Response: (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)				
<p>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</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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.				
10. LAND USE AND PLANNING: Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10a. Response: (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)				
The Project contains a General Plan Amendment to change the General Plan land use designation from HDR – High Density Residential to O- Office. Additionally, the proposal involves a request to change the zone of the site from the RE – Residential-Estate Zone to O - Office Zone. The proposed project has been designed to be consistent with the fit into the pattern of development of the surrounding area providing adequate access, circulation and connectivity consistent with the General Plan 2025, and in compliance with the requirements of the Zoning and Subdivision Codes. Therefore, the project impacts related to the community are less than significant. Based on the above-referenced information, the proposed General Plan Amendment and Rezoning needed for construction of an approximately 3,858 square foot financial institution building would not result in significant adverse environmental impacts. Thus, less than significant impacts will result from this Project.				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10b. Response: (Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines, Ramona Neighborhood Plan, MSHCP)				
The Project is an infill Project consistent with the General Plan 2025. The Project contains a General Plan Amendment to change the General Plan land use designation from HDR – High Density Residential to O- Office. Additionally, the proposal involves a request to change the zone of the site from the RE – Residential-Estate Zone to O - Office Zone. The Project site is located within the MSHCP, RCALUCP plan areas, as well as the Mission Grove Neighborhood Plan. The project is consistent with the MSHCP for the reasons stated in response 4F, and the RCALUCP for the reasons stated in response 8e. As a General Plan Amendment is considered as part of this project, Policy LU- 9.4 which seeks to promote in-fill development to reduce infrastructure construction costs is applicable. This project is not a Project of Statewide, Regional or Area-wide Significance. Furthermore, the proposal was analyzed for consistency with the Zoning Code, which contains site location criteria and site development standards to ensure that the proposed financial institution use would not create significant land use compatibility problems for surrounding existing and future uses. Application of these standards would ensure that the Project would not have a detrimental impact on adjacent uses. There are no variances required in conjunction with this project. Based on the above-referenced information, the proposed use would not result in significant adverse environmental impacts. Thus, less than significant impacts will result from this Project.				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10c. Response: (Source: MSHCP) See Response 4f above.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11a. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources) Under this Zoning Code & General Plan Amendment, no changes were made to land use designations or zoning designations that resulted in increased density, increased population potential, major infrastructure upgrades, or other development that would have a significant impact on the mineral resources. The changes made are largely procedural and reflect policies already adopted and approved by the General Plan 2025 Program which has undergone environmental review and for which an EIR was certified. The proposed changes made are aimed at easing use and clarity. Therefore, the project will have no 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"/>	<input checked="" type="checkbox"/>
<p>11b. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources) The GP 2025 FPEIR determined that there are no specific areas within the City or Sphere Area which have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract state-designated resources. The proposed project is consistent with the General Plan 2025. Therefore, there is no impact.</p>				
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12a. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Project Specific Noise Study prepared by Colia Acoustical Consultants, dated November 12, 2012) Per Implementation Tool N-1 of the General Plan 2025 Noise Element, this project has been reviewed to ensure that noise standards and compatibility issues have been addressed. Because the project site is adjacent to and surrounded by an existing multiple-family residential complex potentially resulting in noise impacts to existing residents, an acoustical analysis was prepared for the project by Colia Acoustical Consultants, dated November 12, 2012. The acoustical analysis concluded that the proposed drive-thru component of the project could exceed allowable exterior night time noise limits set forth in Title 7 of the municipal Code if not for the inclusion of six-foot high solid masonry walls and landscaping along the interior property lines shared with the adjacent multiple family residential use. As the applicable development standards for this project require and the applicant is proposing the inclusion of six-foot high solid masonry walls and landscaping along the interior property lines, noise impacts are less than significant on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively.</p>				
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12b. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours), FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G – Noise Existing Conditions Report and Project Specific Noise Study prepared by Colia Acoustical</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Consultants, dated November 12, 2012)</i>				
Per Implementation Tool N-1 of the General Plan 2025 Noise Element, this project has been reviewed to ensure that noise standards and compatibility issues have been addressed. An acoustical analysis was prepared for the project by Colia Acoustical Consultants, dated November 12, 2012. The acoustical analysis concluded that the proposed drive thru component of the project could exceed allowable exterior night time noise limits set forth in Title 7 of the municipal Code if not for the inclusion of six foot high solid masonry walls and landscaping along the interior property lines shared with the adjacent multiple family residential use. As the applicable development standards for this project require and the applicant is proposing the inclusion of six foot high solid masonry walls and landscaping along the interior property lines, noise impacts are less than significant on the exposure of persons to or the generation of excessive groundborne vibration or groundborne noise levels in excess of established City standards either directly, indirectly or cumulatively..				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12c. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Project Specific Noise Study prepared by Colia Acoustical Consultants, dated November 12, 2012)</p> <p>To determine whether the proposed project would result in a permanent increase in ambient noise levels, a noise study was prepared by Colia Acoustical Consultants, dated November 12, 2012. The noise study concludes that the permanent increase in ambient noise levels will be negligible as a result of this project. Therefore impacts related to a permanent increase in ambient noise levels will be less than significant directly, indirectly and cumulatively.</p>				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12d. Response: (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions Report and Project Specific Noise Study prepared by Colia Acoustical Consultants, dated November 12, 2012)</p> <p>The primary source of temporary or periodic noise associated with the proposed Project is from construction activity and maintenance work. Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines, truck deliveries and hauling. Both the General Plan 2025 and Municipal Code limit construction activities to specific times and days of the week and during those specified times, construction activity is subject to the noise standards provided in the Code. Considering the short term nature of construction and the provisions of the City’s Noise Code, the temporary or periodic increase in noise levels due to construction which may result from the Project are considered less than significant 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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>12e. Response: (Source: General Plan 2025 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), Project Specific Noise Study prepared by Colia Acoustical Consultants, dated November 12, 201, ALUC Staff Report ZAP1085MA12 approved on October 11, 2012)</p> <p>The proposed project is located within Safety and/or Airport Compatibility Zone II as depicted on Figure 5.7-2 of the General Plan 2025 Program FPEIR for the March Air Reserve Base/March Inland Port (MARB/MIP) as noted in March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (CLUP) and Airport Compatibility Zone(s) C-2 of the</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Draft MARB/MIP Joint Land Use Study (JLUS). The project was reviewed by the Airport Land Use Commission (ALUC) to ensure that the project is consistent with the compatibility zone as well as in compliance with the land use standards in the RCALUP, MARB CLUP and Draft JLUS. Because the project has been found to be consistent with the RCALUCP by the ALUC, impacts related to hazards from airports are less than significant impacts directly, indirectly and cumulatively.				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>12f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</p> <p>Per the GP 2025 Program FPEIR, there are no private airstrips within the City that would expose people working or residing in the City to excessive noise levels. Because the proposed project 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 no impact directly, indirectly or cumulatively.</p>				
13. POPULATION AND HOUSING.				
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13a. Response: (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP and RTP)</p> <p>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. The Project is proposed to be located in an urbanized area of the City and involves the construction of an approximately 3,858 square foot financial institution building that will replace an existing telephone company switching facility no longer in operation. Therefore, this Project will have no impact on population growth either directly or indirectly.</p>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13b. Response: (Source: CADME Land Use 2008 Layer)</p> <p>While the project involves the rezoning of residential zoned property to an office/commercial zone, the site is currently developed with an AT&T telephone switch facility – a nonresidential use. The Project involves the construction of an approximately 3,858 square foot financial institution building and will not displace any numbers of existing housing, necessitating the construction of replacement housing elsewhere. Therefore, this project will have no impact on people, necessitating the need for replacement housing either directly, indirectly or cumulatively.</p>				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13c. Response: (Source: CADME Land Use 2003 Layer)</p> <p>While the project involves the rezoning of residential property to an office/commercial zone, the site is currently developed with an AT&T telephone switch facility – a nonresidential use. The Project involves the construction of an approximately 3,858 square foot financial institution building and will not displace any people, necessitating the construction of replacement housing elsewhere. Therefore, this project will have no impact on people, necessitating the need for replacement 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
14. PUBLIC SERVICES.				
<p>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:</p>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14a. Response: (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</p>				
<p>The Project is proposed to be located in an urbanized area of the City on an approximately 0.8-acre site developed with an AT&T telephone switch facility. Adequate fire facilities and services to serve this Project are provided approximately 2.3 miles from the Project site by Station 11, located at 19595 Orange Terrace Parkway.. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, there will be no impact on the demand for additional fire facilities or services either directly, indirectly or cumulatively.</p>				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14b. Response: (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)</p>				
<p>The Project is proposed to be located in an urbanized area of the City on an approximately 0.8-acre site developed with an AT&T telephone switch facility. Adequate police facilities and services are provided by the East Neighborhood Policing Center to serve this Project. Therefore, this Project will not result in the intensification of land use and there will be no impact on the demand for additional police facilities or services either directly, indirectly or cumulatively.</p>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14c. Response: (Source: Table 5.13-E – AUSD, Table 5.13-G – Student Generation for RUSD and AUSD By Education Level, and Figure 5.13-4 – Other School District Boundaries)</p>				
<p>The Project is a 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.</p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14d. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)</p>				
<p>The Project is a non-residential use that will not involve the addition of any housing units that would increase the population. Therefore, there will be no impact on the demand for additional park facilities or services either directly, indirectly or cumulatively.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14e. Response: (Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)</p>				
<p>The project involves the construction of an approximately 3,858 square-foot financial institution. Adequate public facilities and services, including libraries and community centers, are provided in the Mission Grove Neighborhood to serve this project. 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 practices, there will be no impacts on the demand for additional public facilities or services 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. 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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>15a. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master Plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007 & Addendum)</p> <p>As the Project is non-residential in nature, the Project will not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, there will be no impact.</p>				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>15b. Response:</p> <p>The Project will not include new recreational facilities or require the construction or expansion of recreational facilities; therefore, there will be no impact directly, indirectly or cumulatively.</p>				
16. TRANSPORTATION/TRAFFIC.				
Would the project result in:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP)</p> <p>The approximately 0.8-acre Project site currently contains a telephone switch facility. While a negligible increase in traffic volume will result as the proposed Project is commercial in nature, roadway capacity is adequate to accommodate the projected traffic volumes, of the proposed Project. A substantial increase in intensity of use resulting in any measureable increase in traffic will not occur as a result of the proposed Project and therefore less than significant impacts directly, indirectly or cumulatively to the capacity of the existing circulation system will occur.</p>				
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16b. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p align="center"><i>– 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)</i></p>				
<p>The Project site does not include a state highway and the Project is consistent with the Transportation Demand Management/Air Quality components of the Program. With compliance any Public Works recommended conditions pertaining to Alessandro Blvd., the project can be considered consistent with the CMP. Therefore, there is no impact either directly, indirectly or cumulatively to the CMP.</p>				
<p>c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16c. Response: <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005), ALUC Staff Report ZAP1085MA12 approved on October 11, 2012))</i></p> <p>The proposed project is located within Safety and/or Airport Compatibility Zone II as depicted on Figure 5.7-2 of the General Plan 2025 Program FPEIR for the March Air Reserve Base/March Inland Port (MARB/MIP) as noted in March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (CLUP) and Airport Compatibility Zone(s) C-2 of the Draft MARB/MIP Joint Land Use Study (JLUS). The project was reviewed by the Airport Land Use Commission (ALUC) to ensure that the project is consistent with the compatibility zone as well as in compliance with the land use standards in the RCALUP, MARB CLUP and Draft JLUS. Because the project has been found to be consistent with the RCALUCP by the ALUC, impacts related to hazards from airports are less than significant impacts directly, indirectly and cumulatively.</p>				
<p>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16d. Response: <i>(Source: Project Site Plans, Lane Striping and Signing Plans)</i></p> <p>The Project is located on a site which currently contains a telephone switch facility where no site modifications will occur that would result in hazards due to design features such as driveways, intersection improvements, etc. In addition, the proposed use is compatible with other uses within the area. As the project contains a drive-thru to serve the proposed bank, the project will be required to meet all applicable design and development standards pertaining to drive-thru businesses as set forth in the Zoning Code. As such, the Project will have no impact on increasing hazards through design or incompatible uses either directly, indirectly or cumulatively.</p>				
<p>e. Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16e. Response: <i>(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</i></p> <p>The Project is consistent with the Riverside Municipal Code as it pertains to site planning and development standards to ensure adequate emergency access to new developments. The Project has been reviewed by the Public Works and Fire Departments to ensure the Project site maintains adequate access. Moreover, the proposed Project has been developed in compliance with Title 18, Section 18.210.030 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.</p>				
<p>f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16f. Response: <i>(Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)</i></p> <p>The Project, as designed, does not create conflicts with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). As such, the Project will have no impact directly, indirectly or cumulatively on adopted policies, plans, or programs supporting alternative transportation.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SYSTEM SERVICES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17a. Response: (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR)</p>				
<p>This proposal involves the construction of an approximately 3,858 square foot bank with a drive-thru on an approximately 0.8-acre site. The proposed development will be subject to the requirements of the Public Works Department and will be required to comply with all existing State Water Quality Control Board and City stormwater regulations, including compliance with NPDES requirements. The proposed Project is to be located within a developed commercial site with site improvements already in place, with the exception of two additional driveways proposed for the Project. Therefore, there will be no impacts directly, indirectly, or cumulatively.</p>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17b. Response: (Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-I - Current and Projected Water Use WMWD, Table 5.16-J - General Plan Projected Water Demand for WMWD Including Water Reliability 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area & Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.)</p> <p>This proposal involves the construction of an approximately 3,858 square-foot bank with a drive-thru on an approximately 0.8-acre site. The Project will not result in the construction of new or expanded water or wastewater treatment facilities. Therefore, the Project will have no impact resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17c. Response: (Source: FPEIR Figure 5.16-2 - Drainage Facilities)</p> <p>The proposed Project will result in an increase of pervious surface areas actually slightly reducing the runoff that exists due to greater impervious area that exists with the existing telephone switching facility to be replaced and would not necessitate construction of new storm water drainage facilities or expansion of existing facilities. Further, the Subdivision Code (Title 18, Section 18.48.020) requires drainage fees to be paid to the City for new construction. Fees are transferred into a drainage facilities fund that is maintained by Riverside County Flood Control and Water Conservation District. This Section also complies with the California Government Code (section 66483), which provides for the payment of fees for construction of drainage facilities. Fees are required to be paid as part of the conditions of approval/waiver for filing of a final map or parcel map.</p> <p>General Plan 2025 Policies PF 4.1 and PF 4.3 require the City to continue to routinely monitor its storm drain system and to fund and improve those systems as identified in the City’s Capital Improvement Plan. Implementation of these policies will ensure that the City is adequately served by drainage systems. The General Plan 2025 also includes policies and programs that will minimize the environmental effects of the development of such facilities. Therefore, the Project will have less than significant impact on existing storm water drainage facilities and would not require the expansion of existing facilities directly, indirectly or cumulatively.</p>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
expanded entitlements needed?				
<p>17d. 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, EMWD Master Plan, WMWD Master Plan, and Highgrove Water District Master Plan)</p> <p>This proposal involves the construction of an approximately 3,858 square-foot bank with a drive-thru on an approximately 0.8-acre site. The project will not exceed expected water supplies. The project is consistent with the General Plan 2025 Typical Growth Scenario where future water supplies were determined to be adequate (see Tables t.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I and 5.16-J of the General Plan 2025 Final PEIR). Therefore, the project will have no impact resulting in the insufficient water supplies either directly, indirectly or cumulatively.</p>				
<p>e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17e. Response: (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, and Wastewater Integrated Master Plan and Certified EIR)</p> <p>The Project will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). The current Wastewater Treatment Master Plan anticipates and provides for this type of Project. Therefore, no impact to wastewater treatment directly, indirectly or cumulatively will occur.</p>				
<p>f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17f. Response: (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)</p> <p>The Project will not result in landfill capacity exceeding what was determined to be adequate (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, no impact to landfill capacity will occur directly, indirectly or cumulatively.</p>				
<p>g. Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17g. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p> <p>The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all Projects and 100% of excavated soil and land clearing debris for all non-residential Projects beginning January 1, 2011. The proposed Project must comply with the City’s waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, no impacts related to solid waste statues will occur 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
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>18a. Response: (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D, Title 20 of the Riverside Municipal Code, and Cultural Resources Records Search prepared by Eastern Information Center, dated December 14, 2012)</p> <p>Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study. Additionally, potential impacts to cultural, archaeological and paleontological resources related to major periods of California and the City of Riverside’s history or prehistory were discussed in the Cultural Resources Section of this Initial Study. Information contained in this Initial Study supports the conclusion that the proposed Project will not result in the degradation of environmental or cultural resources. Therefore, no impacts will result from this Project.</p>				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18b. Response: (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</p> <p>The proposed Project involves a General Plan Amendment to change the land use designation of 0.8 acres of the Project site from HDR – High Density Residential to O- Office. However, the change in land use designation is for a use that replaces an existing non-residential telephone switching station use. The change of the existing use to a bank is negligible and will not result in any significant cumulative impacts. Therefore cumulative impacts of the proposed Project beyond those previously considered in the GP 2025 FPEIR are less than significant.</p>				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18c. Response: (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</p> <p>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 or less than significant with mitigation 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 direct and indirect impacts on human beings that result from the proposed Project are less than significant.</p>				

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

Staff Recommended Mitigation Measures

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Air Quality	<p>MM Air 1: To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.</p>	<p>Prior to issuance of grading and/or building permits.</p>	<p>Building & Safety Division Public Works Department</p>	<p>Site Plan Review and Issuance of Building Permits.</p>
	<p>MM Air 2: To reduce construction related particulate matter air quality impacts of City Projects the following measures shall be required:</p> <ol style="list-style-type: none"> 1. The generation of dust shall be controlled as required by the AQMD; 2. Grading activities shall cease during periods of high winds (greater than 25 mph); 3. Trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and 4. The contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approved traffic control plan. 	<p>Prior to issuance of individual grading and/or building permit.</p> <p>The plan for traffic control shall be submitted with the grading and/or building plans.</p>	<p>Public Works Department</p>	<p>Compliance with Project Conditions of Approval.</p>

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