

**NOTICE OF INTENT TO ADOPT  
MITIGATED NEGATIVE DECLARATION  
FOR THE FOR THE CITY OF RIVERSIDE, CALIFORNIA**

**PROJECT DESCRIPTION:** The project generally entails the construction of street improvements from Rutland Avenue to approximately 610' westerly of Van Buren Boulevard to extend the 4 lane divided highway west of Van Buren Boulevard. Jurupa Avenue currently terminates immediately east of Bradford Street as well as at the easterly project limits. Hole Lake Dam with culvert crossings currently exists between the existing street terminations, and includes an existing bike path atop the dam.

The project will construct new street improvements between the existing roadway terminations, and will completely reconstruct Hole Lake Dam and culverts. The roadway improvements will generally include new asphalt pavement, curb, gutter, sidewalk, bike path, horse trail, landscaping, irrigation, sewer, underground electric, street light, reclaimed water, and potable water improvements. As a result of the complete reconstruction of Hole Lake Dam, the existing sewer and bike path will be temporarily relocated adjacent to the proposed improvements to ensure no disruption of these services.

The project will also reconstruct portions of the existing street improvements between Rutland Avenue and Bradford Street. The street reconstruction improvements generally include the same improvements previously mentioned.

**PROJECT LOCATION:** The project is located on Jurupa Avenue between Rutland Avenue and approximately 610' westerly of Van Buren Boulevard.

**PROJECT CONTACT:** Edward Lara, P.E., Senior Engineer

**PHONE:** (951) 826-2337

**E-MAIL:** elara@riversideca.gov

**PUBLIC REVIEW AND WRITTEN COMMENTS:** The review period for submitting written comments on the Mitigated Negative Declaration pursuant to State CEQA Guidelines Section 15105 commences on April 8<sup>th</sup>, 2010 and will close on May 20<sup>th</sup>, 2010 at 5:00 p.m. If you have any questions regarding the project or Mitigated Negative Declaration, please contact Edward Lara by e-mail or phone as indicated.

Comments should be addressed to: Edward Lara, P.E., Senior Engineer  
City of Riverside, Engineering Division  
3900 Main Street, 4<sup>th</sup> Floor  
Riverside, CA 92522

**DOCUMENT AVAILABILITY:** The Mitigated Negative Declaration is available for review at the City Public Works Counter, located at the address above, and may also be viewed on the City's website at <http://www.riversideca.gov/pworks/>.

# Notice of Completion & Environmental Document Transmittal

SCH #: 2010-04-1010

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

**Project Title:** Jurupa Avenue Extension from Rutland Avenue to Hole Lake Dam

**Lead Agency:** City of Riverside

**Contact Person:** Edward Lara, P.E., Senior Engineer

**Mailing Address:** 3900 Main Street, Fourth Floor  
Public Works, Engineering

**Phone:** 951-826-2337

**City:** Riverside

**Zip Code:** 92522

**County:** Riverside

**Project Location:** County: Riverside

City/Nearest Community: City of Riverside

Cross Streets: Rutland Avenue / Van Buren Boulevard

Zip Code: 92503

Lat. / Long.:       °       '       " N /       °       '       " W

Total Acres: 4.65 Acres

Assessor's Parcel No. Not Applicable

Section: 36

Twp. 2S

Range: 6W Base:       

Within 2 Miles: State Hwy #: None

Waterways: Santa Ana River

Airports: Riverside Municipal Airport

Railways: Union Pacific Railroad Company

Schools: Norte Vista High  
Terrace Elementary  
La Granada Elementary  
Arlanza Elementary  
Wells Middle  
Foothill Elementary  
Jackson Elementary  
Adams Elementary  
Rose Kennedy Element.  
Rehoboth Charter  
Harvest Christian

## Document Type:

CEQA:  NOP  Draft EIR  
 Early Cons  Supplement/Subsequent EIR  
 Neg Dec (Prior SCH No.)  
 Mit Neg Dec  Other: Notice of Intent to Adopt

NEPA:  NOI  EA  Draft EIS  FONSI  
Other:  Joint Document  Final Document  Other       

## Local Action Type:

General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other:       

## Development Type:

Residential: Units        Acres         Water Facilities: Type        MGD         
 Office: Sq.ft.        Acres        Employees         Transportation: Type         
 Commercial: Sq.ft.        Acres        Employees         Mining: Mineral         
 Industrial: Sq.ft.        Acres        Employees         Power: Type        MW         
 Educational:         Waste Treatment: Type        MGD         
 Recreational:         Hazardous Waste: Type         
 Other:       

## Project Issues Discussed in Document:

Aesthetic/Visual  Fiscal  Recreation/Parks  Vegetation  
 Agricultural Land  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Air Quality  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Archeological/Historical  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Biological Resources  Minerals  Soil Erosion/Compaction/Grading  Wildlife  
 Coastal Zone  Noise  Solid Waste  Growth Inducing  
 Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Land Use  
 Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects  
 Other

-----  
**Present Land Use/Zoning/General Plan Designation:**

Present Land Use/Zoning/General Plan Designation

-----  
**Project Description: (please use a separate page if necessary)**

Project Description

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

**Reviewing Agencies Checklist**

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".

If you have already sent your document to the agency please denote that with an "S".

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Air Resources Board                                       | <input checked="" type="checkbox"/> Office of Historic Preservation                                       |
| <input type="checkbox"/> Boating and Waterways, Department of                                 | <input type="checkbox"/> Office of Public School Construction   |
| <input type="checkbox"/> California Highway Patrol  | <input type="checkbox"/> Parks and Recreation   |
| <input type="checkbox"/> Caltrans District # _____  | <input type="checkbox"/> Pesticide Regulation, Department of  |
| <input type="checkbox"/> Caltrans Division of Aeronautics                                     | <input type="checkbox"/> Public Utilities Commission  |
| <input type="checkbox"/> Caltrans Planning (Headquarters)                                     | <input type="checkbox"/> Reclamation Board  |
| <input type="checkbox"/> Coachella Valley Mountains Conservancy                               | <input checked="" type="checkbox"/> Regional WQCB # <u>Santa Ana Region No. 8</u>                         |
| <input type="checkbox"/> Coastal Commission   | <input checked="" type="checkbox"/> Resources Agency  |
| <input type="checkbox"/> Colorado River Board   | <input type="checkbox"/> S.F. Bay Conservation and Development Commission                                 |
| <input checked="" type="checkbox"/> Conservation, Department of                               | <input type="checkbox"/> San Gabriel and Lower L.A. Rivers and Mtns Conservancy                           |
| <input type="checkbox"/> Corrections, Department of   | <input type="checkbox"/> San Joaquin River Conservancy  |
| <input type="checkbox"/> Delta Protection Commission  | <input type="checkbox"/> Santa Monica Mountains Conservancy   |
| <input type="checkbox"/> Education, Department of   | <input checked="" type="checkbox"/> State Lands Commission  |
| <input type="checkbox"/> Energy Commission  | <input type="checkbox"/> SWRCB: Clean Water Grants  |
| <input checked="" type="checkbox"/> Fish and Game Region # <u>Inland Deserts Region No. 6</u> | <input checked="" type="checkbox"/> SWRCB: Water Quality  |
| <input type="checkbox"/> Food and Agriculture, Department of                                  | <input type="checkbox"/> SWRCB: Water Rights  |
| <input checked="" type="checkbox"/> Forestry and Fire Protection                              | <input type="checkbox"/> Tahoe Regional Planning Agency   |
| <input type="checkbox"/> General Services, Department of                                      | <input checked="" type="checkbox"/> Toxic Substances Control, Department of                               |
| <input type="checkbox"/> Health Services, Department of                                       | <input checked="" type="checkbox"/> Water Resources, Department of  |
| <input checked="" type="checkbox"/> Housing and Community Development                         | <input type="checkbox"/> Other: Army Corp of Engineers, Los Angeles District                              |
| <input checked="" type="checkbox"/> Integrated Waste Management Board                         | <input type="checkbox"/> 915 Wilshire Blvd., Suite 1101   |
| <input type="checkbox"/> _____  | <input type="checkbox"/> Los Angeles, CA 90017  |
| <input checked="" type="checkbox"/> Native American Heritage Commission                       | <input checked="" type="checkbox"/> Other: Riverside County Flood Control and Water Conservation District |
| <input type="checkbox"/> _____  | <input type="checkbox"/> 1995 Market Street   |
| <input checked="" type="checkbox"/> Office of Emergency Services                              | <input type="checkbox"/> Riverside, CA 92501  |

-----  
**Local Public Review Period (to be filled in by lead agency)**

Starting Date: April 8, 2010

Ending Date: May 20, 2010

-----  
**Lead Agency:**

Applicant: City of Riverside  
Address: 3900 Main Street, Fourth Floor  
City/State/Zip: Riverside, CA 92522  
Contact: Edward Lara, P.E., Senior Civil Engineer  
Telephone: 951-826-2337

**Prepared By:**

Consultant: Adkan Engineers  
Address: 6820 Airport Drive  
City/State/Zip: Riverside, CA 92504  
Telephone: Charissa Leach, P.E., Executive Vice President  
Telephone: (951) 688-0241

-----  
**Signature of Lead Agency Representative**

Edward Lara, P.E.

Date: 4/11/2010

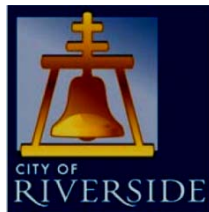
## INITIAL STUDY/ENVIRONMENTAL CHECKLIST

---

# JURUPA AVENUE EXTENSION FROM RUTLAND AVENUE TO HOLE LAKE DAM/CROSSING

---

### LEAD AGENCY:



**City of Riverside**  
Public Works Department  
Engineering Division  
3900 Main Street, 4<sup>th</sup> Floor  
Riverside, CA 92522

**Contact: Ed Lara, P.E., Senior Civil Engineer**  
(951) 826-2337

### PREPARED BY:

**Adkan Engineers**  
6820 Airport Drive  
Riverside, CA 92504

**Contact: Charissa Leach, P.E., Exec. Vice President**  
(951) 688-0241

**adkan**  
ENGINEERS

March, 2010



## TABLE OF CONTENTS

<b>Section</b>	<b>Title</b>	<b>Page No.</b>
<b>1.0</b>	<b>INTRODUCTION</b>	<b>4</b>
1.1	Statutory Authority and requirements	
1.2	Consultation	
1.3	Incorporated by Reference	
<b>2.0</b>	<b>DETAILED PROJECT DESCRIPTION</b>	<b>10</b>
2.1	Project Location and Setting	
2.2	Background and History	
2.3	Project Characteristics	
2.4	Existing Land Use and Setting	
2.5	Project Objectives	
2.6	Agreements, Permits & Approvals	
<b>3.0</b>	<b>INITIAL STUDY CHECKLIST</b>	<b>29</b>
3.1	Environmental factors Potentially Affected	
3.2	Lead Agency Determination	
3.3	Evaluation Of Environmental Impacts/Initial Study Checklist	
<b>4.0</b>	<b>Staff Recommended Mitigation Measures</b>	<b>57</b>



## LIST OF EXHIBITS

<b>Figure</b>	<b>Name</b>	<b>Page No.</b>
<b>1</b>	<b>Regional Vicinity Map</b>	<b>5</b>
<b>2</b>	<b>Site Vicinity Map</b>	<b>6</b>
<b>2a</b>	<b>Project Site Plan</b>	<b>7</b>
<b>3</b>	<b>Existing Jurupa Avenue</b>	<b>11</b>
<b>3a</b>	<b>Preliminary Improvement Plan</b>	<b>13-16</b>
<b>3b</b>	<b>Temporary Construction Plan</b>	<b>17</b>
<b>3c</b>	<b>Typical Cross Section</b>	<b>19</b>
<b>4</b>	<b>Existing Land use</b>	<b>22</b>
<b>4a</b>	<b>Existing Zoning</b>	<b>23</b>
<b>5a</b>	<b>Existing Site Photos</b>	<b>24</b>
<b>5b</b>	<b>Existing Site Photos</b>	<b>25</b>
<b>5c</b>	<b>Existing Site Photos</b>	<b>26</b>
<b>5d</b>	<b>Existing Site Photos</b>	<b>27</b>



## 1.0 INTRODUCTION

The proposed Jurupa Avenue Extension project is located in the north portion of the City of Riverside, in the County of Riverside (**Refer to Figure 1**) and involves the extension of Jurupa Avenue a four-lane highway, from Bradford Street to approximately 767 feet east of Bradford Street. (**Refer to Figures 2 and 2a**) At the Hole Dam/Crossing an existing pipe culvert will be re-constructed and enlarged to accommodate the widened roadway and additional storm waters. The project also includes the improvements to existing improved portion of Jurupa Avenue between Rutland Avenue and Bradford Street.

A mitigated Negative Declaration was adopted on the Jurupa Avenue Extension from Rutland Avenue to Van Buren Boulevard project in 2001. Construction on a portion of the project was started in 2002 and grading was complete in 2003. That portion of the project encompassed Jurupa Avenue from the east side of the Hole Lake Dam/Crossing to Van Buren Boulevard. This Phase 1 portion of the project is currently under construction in order to complete full improvements. Following a preliminary review, of the entire project it was determined that the portion of the project that encompassed the Hole Lake Dam/Crossing is subject to the current guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, the project was phased and this Initial Study addresses the potential for direct, indirect and cumulative environmental effects associated with the Phase 2 portion of the project, as proposed.

## 1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA, this Initial Study has been prepared to analyze the proposed project in order to identify any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with Section 15063 of the CEQA Guidelines, as amended, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Riverside (the City), in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, a Mitigated Negative Declaration or an Environmental Impact Report would be appropriate for the project. The purpose of this Initial Study is to inform the City decision-makers, affected agencies and the public of potential environmental impacts associated with construction of the proposed project.

This Initial Study will undergo a 30-day public review period. During this review, comments from the public and affected agencies relative to environmental issues are to be submitted to the City. The City will review and consider all comments as part of the project's environmental analysis, as required by Section 15082 of the CEQA Guidelines, as amended. The comments received with regard to the Initial Study will be included in the project environmental document, for consideration by the City.



City of Riverside  
Jurupa Avenue Extension  
Initial Study/Environmental Checklist



Figure 1 - Regional Vicinity Map



Jurupa Avenue Extension—Rutland Avenue to  
Hole Lake Dam/Crossing



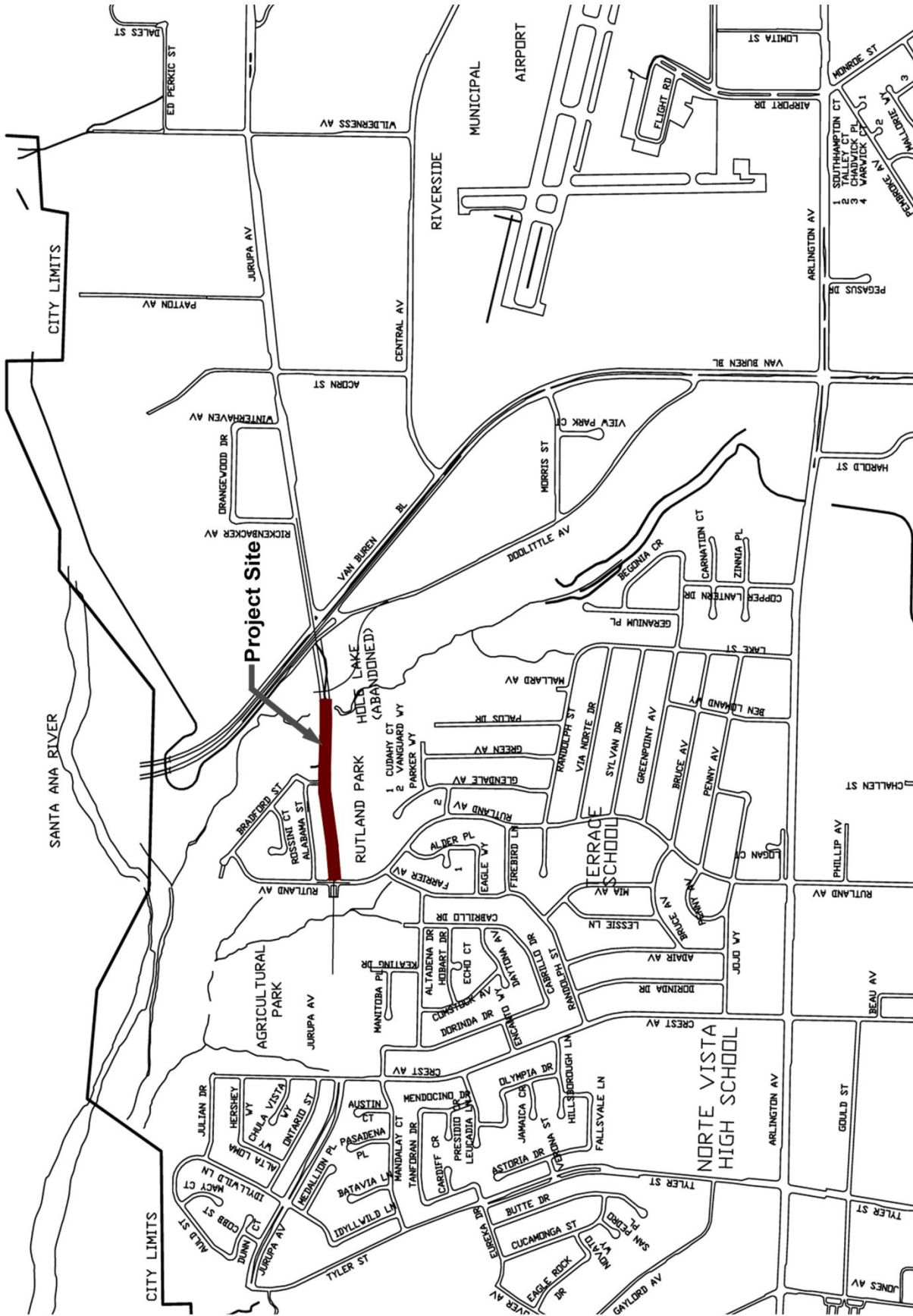


Figure 2 - Site Vicinity Map

Jurupa Avenue Extension—Rutland Avenue to  
Hole Lake Dam/Crossing





Figure 2a - Proposed Jurupa Ave. Extension (New Construction)

Jurupa Avenue Extension—Rutland Avenue to  
Hole Lake Dam/Crossing



**adkan**  
ENGINEERS



## 1.2 CONSULTATION

In accordance with Section 15063 (g) of the CEQA Guidelines, as soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared. Consultation was performed on the Jurupa Avenue Extension-Van Buren Boulevard to Tyler Street, in achieving the Mitigated Negative Declaration for Jurupa Avenue Extension, approved March 6, 2001.

## 1.3 INCORPORATED BY REFERENCE

The reference documents listed below were utilized during the preparation of this Initial Study. These documents are available for review at the City of Riverside Public Works Department, located at 3900 Main Street, 4<sup>rd</sup> Floor, Riverside, CA 92522. The following outlines the applicable documents.

**City of Riverside General Plan 2025** – The City of Riverside General Plan 2025, adopted in November of 2007, is a policy document designed to give long range guidance for decision-makers. It represents the official statement of the City's physical development as well as its economic, social and environmental goals. The Circulation and Community Mobility (CCM) Element within the General Plan 2025 describes the location and extent of planned circulation facilities and services and identifies standards for those facilities. The CCM Element outlines the long term plan for roadways, including the number of lanes, rights-of-way and general operating conditions. The proposed Jurupa Avenue Extension is consistent with the CCM and other applicable elements of the City's General Plan 2025. The CCM designates Jurupa Avenue, in the project area, as a four lane, 110 foot wide Arterial Highway.

**City of Riverside General Plan 2025 Program Final Program Environmental Impact Report** - The Final Program Environmental Impact Report (PEIR) for the City of Riverside General Plan 2025 Program, certified in November, 2007, was prepared to identify the significant environmental impacts related to the adoption and implementation of the General Plan 2025 Program, to identify alternatives to the program and to indicate the manner in which any significant effects can be mitigated or avoided.

**EP-007-001, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, approved March 6, 2001** – The Jurupa Avenue Extension Project from Van Buren Boulevard to Tyler Street adopted a Mitigated Negative Declaration (MND) on March 6, 2001. This document was used herein as an 'earlier analyses', pursuant to the CEQA process, where an effect has been adequately analyzed in the previous negative declaration. Section 15063(c) (3) (D).

**A Cultural Resources Investigation for the proposed Jurupa Avenue Extension, Between Van Buren Boulevard and Tyler Avenue in the City of Riverside, Riverside County, California, dated April 16, 2009** – Prepared by, McKenna et. al. The investigation was completed in compliance with the California Environmental Quality Act (CEQA), as amended and as required by the City of Riverside.



**Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California, dated May 19, 2000** – Prepared by RECON. A Cultural Resource Survey of the Proposed Jurupa Avenue Extension Riverside, California. This Report was prepared for the City of Riverside as an update to a previous report prepared for the same project area in 1991 by Jertberg & Kirtland.

**Project Noise Assessment – Jurupa Avenue Extension-Phase II, dated August 2009** – A noise assessment prepared by Adkan Engineers to evaluate the impacts of construction noise and vibration on adjacent residential receptors.

**Project Air Quality Assessment – Jurupa Avenue Extension-Phase II, dated January 2010** – An Air Quality assessment prepared by Adkan Engineers to evaluate the impacts of construction on adjacent residential receptors.

**Project Specific Hydrology Study – Hole Lake, dated January 2010** - A Hydrology Study prepared by Adkan Engineers to evaluate the amount of storm flows tributary to the Hole Lake Culvert Crossing.

**Post Survey Notification – Focused Survey Results for the Least Bell’s Vireo & Coastal California Gnatcatcher on the Jurupa Avenue Road Extension Project in Riverside, California, dated August 08, 2000** – Prepared by RECON. This Post Survey Notification was prepared as a letter to notify the regulatory agencies of their survey findings. It describes existing conditions and explains the outcome of the focused surveys.

**Biological Technical Report for the Jurupa Avenue Extension Riverside, California, dated August 7, 2000** - Prepared by RECON. A Biological Technical Report for the Jurupa Avenue extension Riverside, California. This report was prepared to describe the existing biological and wetland resources, project impacts and recommended mitigation measures for the Jurupa Avenue extension project.

**Riverside Gateway Partnership Commercial Development Traffic Analysis, City of Riverside, California, dated June 12, 2002** – Prepared by Urban Crossroads. This Traffic analysis was prepared for the Riverside Gateway Partnership’s commercial project. This project is adjacent to the subject project site.

**Results of Presence/Absence Surveys for Least Bell’s Vireo, Riverside County, CA, dated August 13, 2009** – Prepared by Gilberto Ruiz. This was a report of the results of a survey performed for the project area confirming the original findings of the Focused Survey Results performed by RECON, in August, 2003, the results were negative.

**Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Game, effective January 29, 2004-June 30, 2005** – This agreement was entered into between the City of Riverside and the Department of Fish and Game for stream or lake alteration. The agreement expired in June of 2005.

**Project MSHCP 6.3.2 Habitat Assessment, dated September 10, 2009 and updated February 8, 2010** – Prepared by Victor Horchar. This report was prepared to satisfy the Western Riverside County Habitat Conservation Plan (MSHCP) requirements and update those findings of the Biological Technical Report for the Jurupa Avenue Extension prepared by RECON in August, 2000.



2009 Updated Wetlands Delineation Data From Recon 2000 Wetlands Delineation, dated September 10, 2009 – Prepared by VHBC, Incorporated. This report was prepared to review and update existing data from a Wetlands Delineation completed for a larger project in 2000 (RECON, 2000).

Preliminary Geotechnical Investigation, Jurupa Avenue Extension (East) Rutland Avenue to Van Buren Boulevard City of Riverside, CA, dated April 7 2009 – Prepared by Medall Aragon Geotechnical, Inc. This report presents the preliminary findings and recommendations developed for the project.

Hydrology Study for Hole Lake, dated January 25, 2010 – Prepared by Adkan Engineers. This report presents the design flow rates for the proposed culvert crossing at Hole Lake associated with the project.

Project Air Quality Assessment Jurupa Avenue Extension, dated January 10, 2010 – Prepared by Adkan Engineers. This report presents the URBEMIS results and assumptions for the project.

Addendum Report: A Cultural Resources Investigation and Evaluation of Identifies Resources Along the Proposed Jurupa Avenue Extension Between Van Buren Boulevard and Tyler Avenue in Riverside County, California, dated January 27, 2010 – Prepared by Mckenna et al. This report was prepared to identify resources and present recommendations for treatment of such resources with respect to the proposed project, as appropriate.

City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Resources Inventory and Context Statement, dated September 2007 - Prepared by Galvin Preservation Associates. This report recognizes the historical and cultural resources of Camp Anza/Arlanza, and assists the City with the future management and planning of the community.

## 2.0 DETAILED PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION AND SETTING

Jurupa Avenue is an east-west trending roadway that traverses the westerly portion of the City of Riverside. Jurupa Avenue, as it is constructed or planned to be constructed, is divided into five segments as follows:

**(Refer to Figure 3)**

- 1) A long easterly improved segment from Olivewood Avenue to Van Buren Boulevard, approximately 4.7 miles long
- 2) A short segment between Van Buren Boulevard and approximately 650 lineal feet west (Phase 1 of this project, currently under construction)
- 3) An unimproved segment of roadway between Bradford Street and Phase 1
- 4) A short section between Rutland Avenue and Bradford Street constructed in the 1980's by adjacent residential tract development
- 5) The westerly segment between Crest Avenue and Tyler Street, approximately 2,100 lineal feet.



This project proposes to make improvements to the existing short segment of street between Rutland Avenue and Bradford Street, segment (4), and construct new improvements, segment (3), herein after noted as “Phase 2”. After project completion, the resulting roadway will be a fully improved, four-lane arterial highway, with a median from Rutland Avenue to Van Buren Boulevard. This roadway segment was included in the preparation of the City of Riverside’s General Plan 2025.

Specifically, Jurupa Avenue will be constructed as a four lane (two lanes in each direction) arterial highway in the proposed project area. Between Van Buren Boulevard and approximately 650 feet west, Jurupa Avenue is currently under construction and will exhibit the same four lane (two lanes in each direction) highway upon project completion. Between Bradford Street and Rutland Avenue, the street is improved with pavement, curbs and gutters. The pavement width varies in this area and exhibits fatigue, cracking and areas of structural pavement failures. In lieu of identifying areas suitable for overlay and areas requiring reconstruction, the plan is to remove the existing pavement in this area, possibly utilize that pavement for base and replace the area with new pavement and add the landscaped, curbed median.

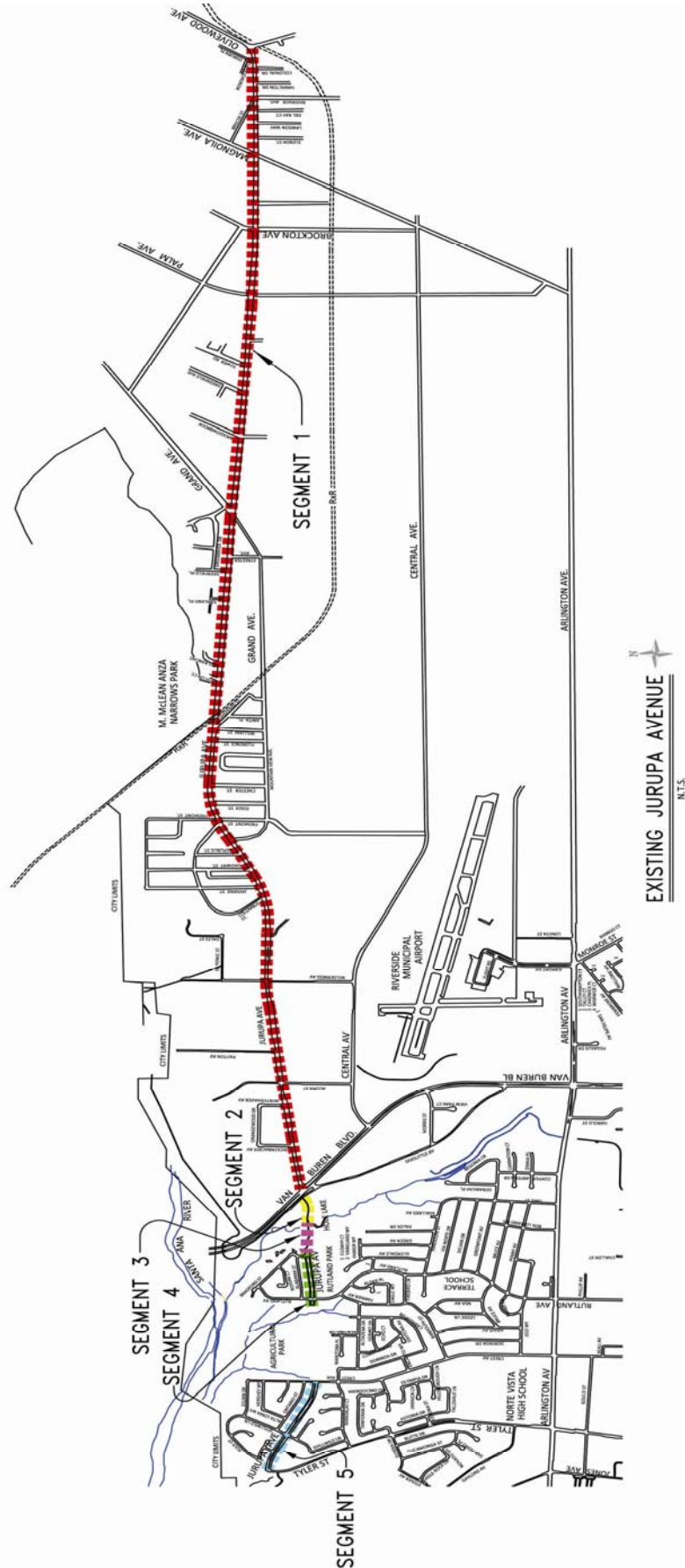


Figure 3 - Existing Jurupa Avenue

Jurupa Avenue Extension—Rutland Avenue to  
Hole Lake Dam/Crossing





In 2001, the City of Riverside Public Works Department prepared an analysis that indicated approximately 8,000 to 10,000 vpd are expected to use the new roadway immediately after construction. A traffic analysis was also performed in June of 2002 for the Riverside Gateway Partnership Commercial Project that is proposed adjacent to the Jurupa Avenue Extension at Van Buren Boulevard. That report concluded that no more than 12,000 vpd will utilize the roadway by the year 2010. That prediction was based on an analysis of traffic trends in the area at the time. That report also concluded that the proposed commercial site would add approximately 600 trips to Jurupa Avenue, which represents 5% of the total 12,000 trips expected for the year 2010. The proposed roadway construction will accommodate 33,000 or more vpd. The City of Riverside's General Plan 2025 approximates an average daily traffic of 19,300 vpd for future, typical buildout densities. Therefore the proposed project is consistent with current traffic projections.

Proposed project improvements include asphalt paving, concrete curb, gutter and sidewalk, median curb and landscaping and parkway landscaping, storm drain construction and utility relocation. The current City of Riverside power lines will be relocated underground along with all overhead power lines that laterally bisect the proposed roadway. Existing Edison power lines located parallel and northerly of the proposed roadway will be protected in place. A 16-inch diameter potable waterline and a 12-inch reclaimed waterline are proposed within the project area. The plan is to utilize reclaimed water to irrigate all proposed median and parkway landscaping. In addition to roadway improvements, the project includes the construction of bike and equestrian trails paralleling the northerly side of the project between Phase 1 improvements and Bradford Street. The proposed bike trail will connect to the existing Santa Ana River Bikeway. The City has sufficient right-of-way to construct the proposed trail improvements.

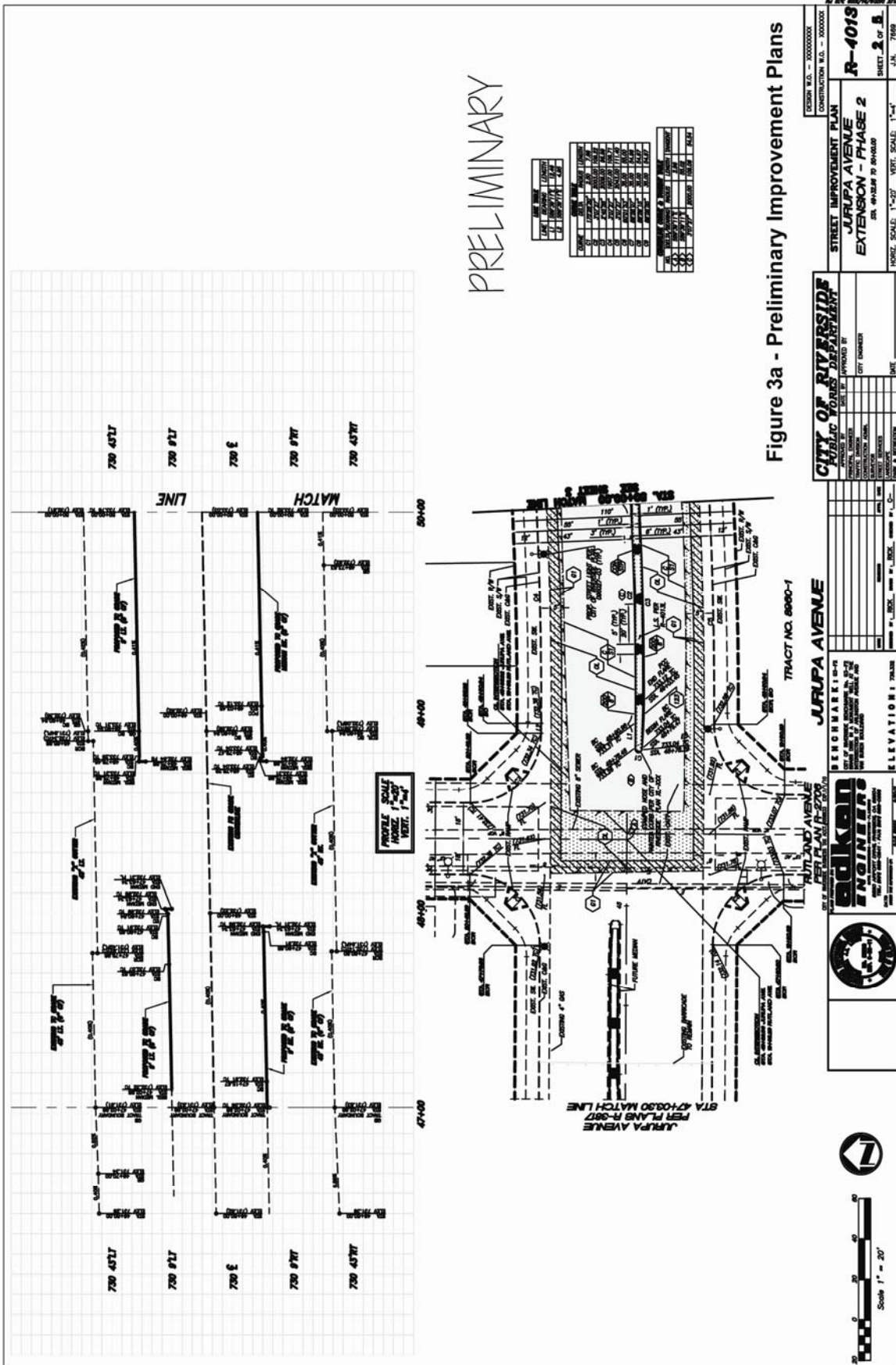
The existing Hole Lake Dam/Crossing will also be modified with these project improvements. Construction of the roadway will require some re-grading and fill over the crest of the dam, (the crossing will widen in that area), removal of the existing concrete spillways, removal of the existing 13 foot pipe culvert draining the Hole Lake area and the construction of two new 12 foot diameter culverts that will parallel the existing pipeline alignment. **Refer to Figure 3a.** These improvements will impact a small amount of wetlands area that is under the jurisdiction of the Army Corps of Engineers and the California Department of Fish and Game. The impacts to wetlands and associated riparian vegetation will be mitigated. If required, and as directed by these agencies.

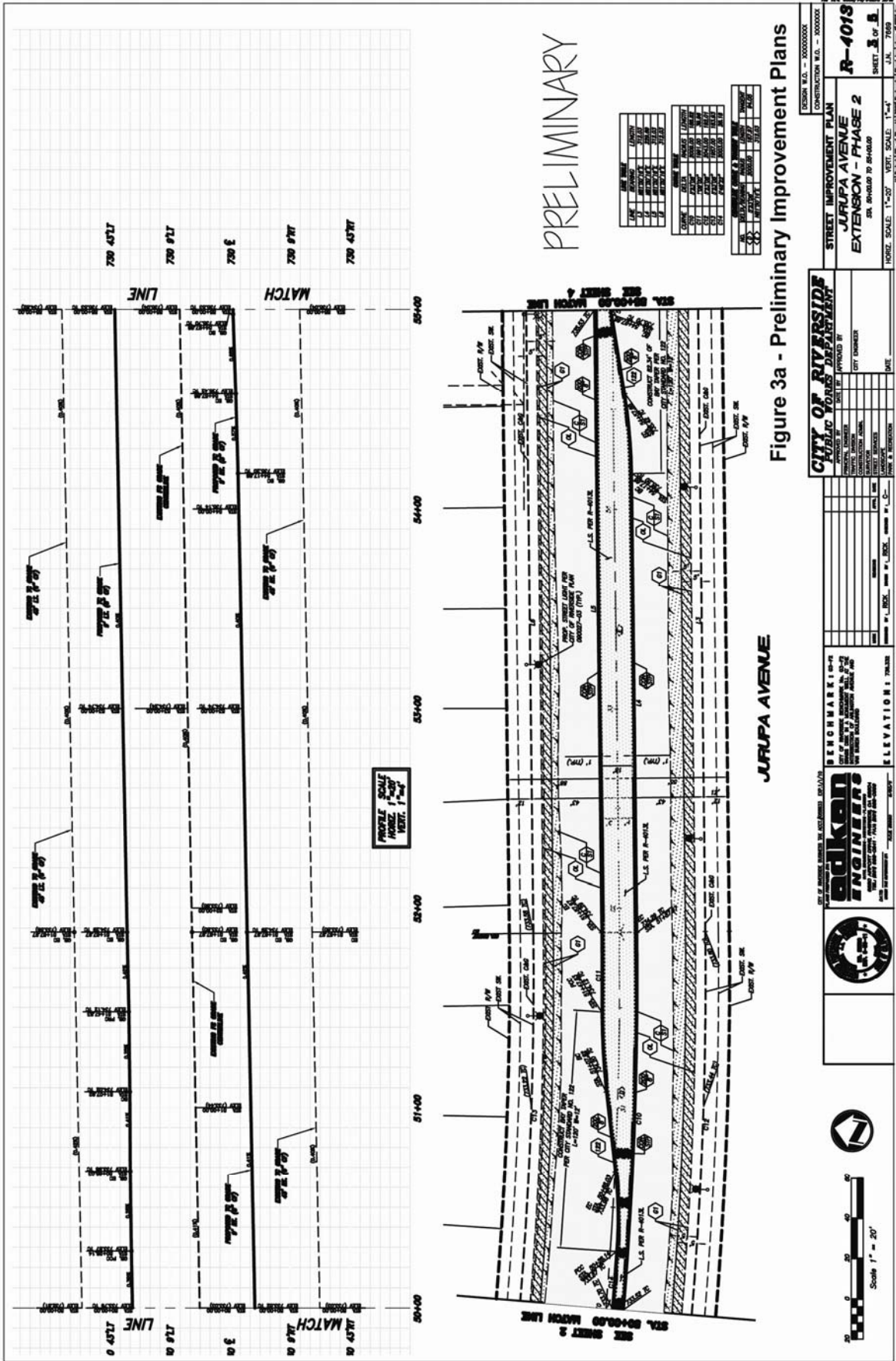
In addition, during the construction phase, it is planned to place a temporary upstream diversion basin utilizing a port-a-dam, pre-manufactured system and geo-membrane. With this system, temporary pipes will be placed to allow low storm flows to pass the construction area. **Refer to Figure 3b.** A temporary falsework bridge will be constructed to allow for the continued use of the bike/pedestrian trail. This bridge structure will also aide in the re-location





of the existing sewer line. The sewer facility will be suspended on the bridge structure to allow for a positive grade and continued service.





DESIGN NO. - 30000000

CONSTRUCTION NO. - 300000

**STREET IMPROVEMENT PLAN**

**JURUPA AVENUE**

**EXTENSION - PHASE 2**

SEE SHEETS TO SHEET

**R-4019**

SHEET 3 OF 8

J.L. 7/10

APPROVED BY: [Signature]

CITY ENGINEER

DATE: [ ]

REVISIONS:

NO.	DESCRIPTION	DATE

ELEVATION: [ ]

SCALE: 1" = 20'

SCALE: 1" = 20'

STATIONING: [ ]

PROJECT NO. [ ]

DATE: [ ]

BY: [ ]

PROJECT NO. [ ]

DATE: [ ]

PROJECT NO. [ ]

DATE: [ ]

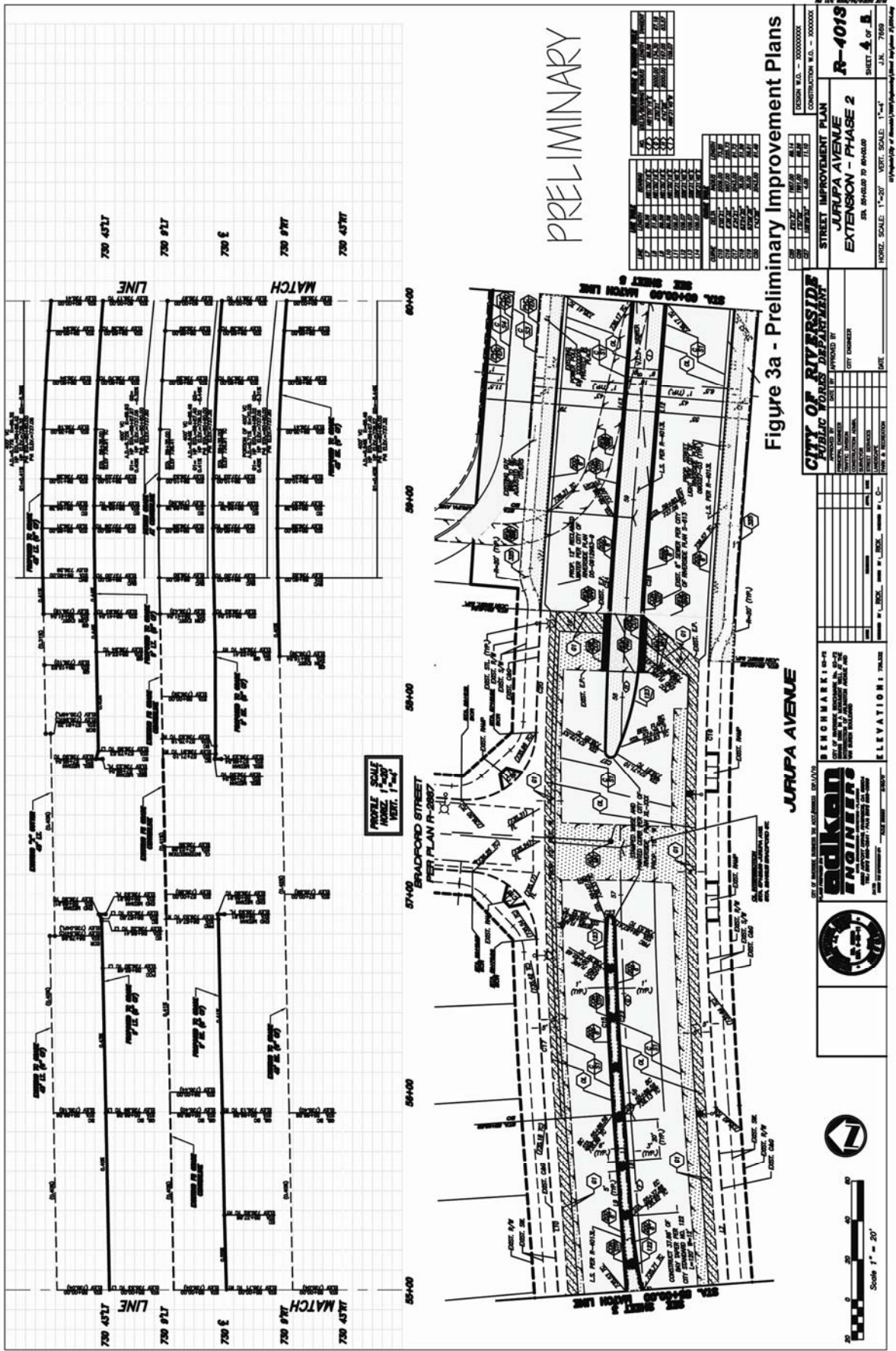
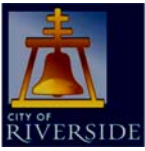


Figure 3a - Preliminary Improvement Plans

NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
2	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
3	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
4	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
5	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
6	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
7	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
8	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
9	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES
10	REVISED FOR PERMITTING	08/11/2011	J. J. JONES	J. J. JONES

DESIGN NO. - 100000000	CONTRACTOR NO. - 100000000
<b>STREET IMPROVEMENT PLAN</b>	
<b>JURUPA AVENUE</b>	
<b>EXTENSION - PHASE 2</b>	
STA. 58+00 TO 60+00	
<b>R-4018</b>	
SHEET 4 OF 5	
HORZ. SCALE: 1" = 20'	VERT. SCALE: 1" = 4'
DATE: J. J. JONES	

<b>CITY OF RIVERSIDE</b>	
<b>PUBLIC WORKS DEPARTMENT</b>	
DESIGNED BY	CITY ENGINEER
CHECKED BY	CITY ENGINEER
APPROVED BY	CITY ENGINEER
DATE	

DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	

DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	

DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	

DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	

DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	

DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	
DATE	



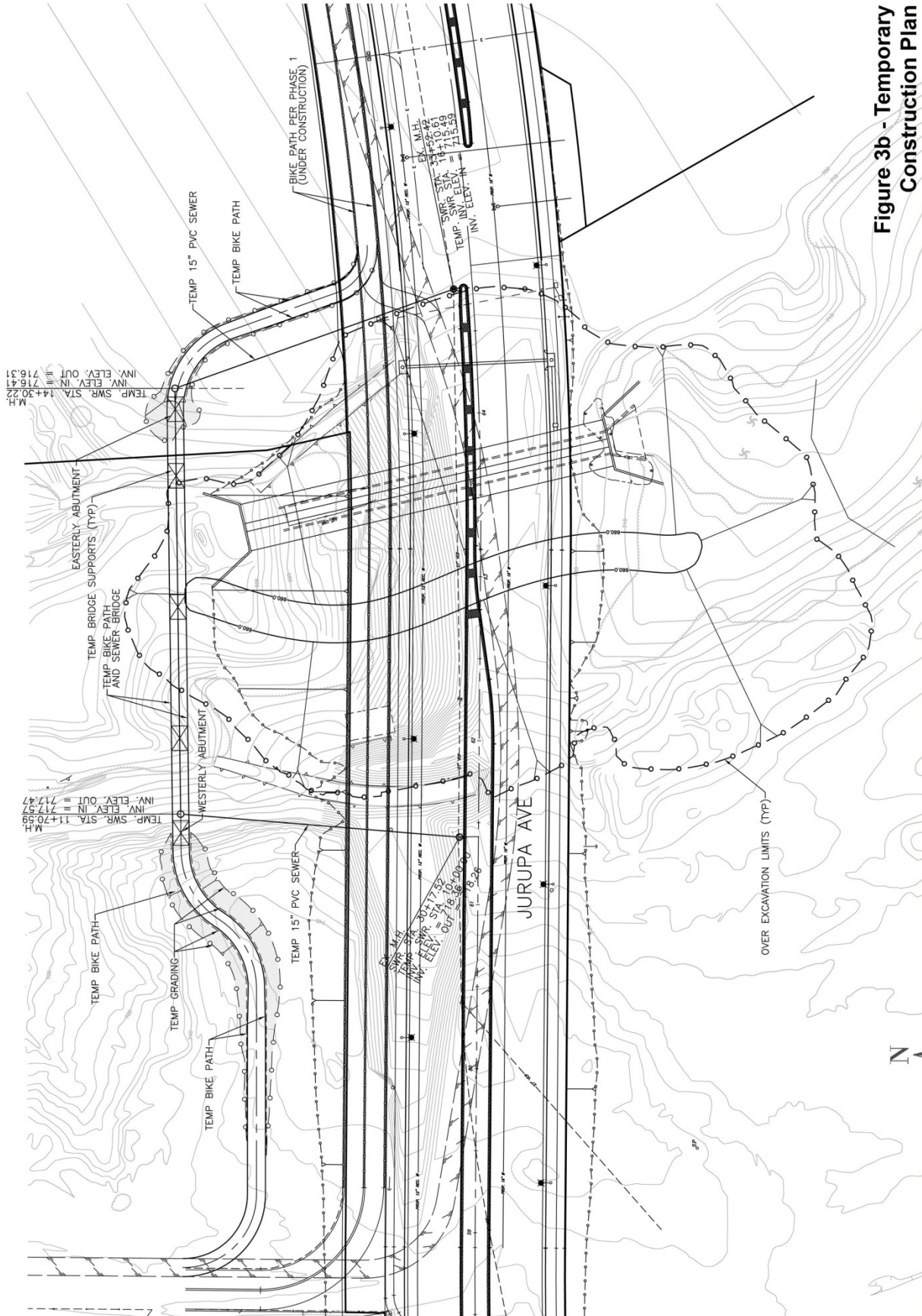


Figure 3b - Temporary Construction Plan

Jurupa Avenue Extension—Rutland Avenue to Hole Lake Dam/Crossing





Additional street improvements include a stop sign that is proposed on Bradford Street at Jurupa Avenue and on Rutland Avenue at Jurupa Avenue, a right-turn lane will be provided on Jurupa Avenue at the Gateway Commercial Project entrance, and a left-turn lane is planned at Bradford Street to the north and Rutland Avenue to the south. Street lights will be placed along the entire project length and bike and equestrian trails are planned along the northerly right-of-way of Jurupa Avenue from Bradford Street to Phase 1 improvements. Sufficient right-of-way exists for the proposed improvements. Therefore, no acquisitions are proposed with this project.

The City of Riverside adopted a Negative Declaration for the Jurupa Avenue extension in 2001. The Initial Study that was prepared by the City included Jurupa Avenue as a two lane highway with an option for a four lane, 110 foot wide fully improved street (**Refer to Figure 3c**). That project included improvements to Jurupa Avenue from Tyler Street to Van Buren Boulevard. Pending environmental approval of this project the City of Riverside's Public Works Department expects project construction to begin in the fall of 2010 and take approximately 8 months to complete.

## 2.2 BACKGROUND AND HISTORY

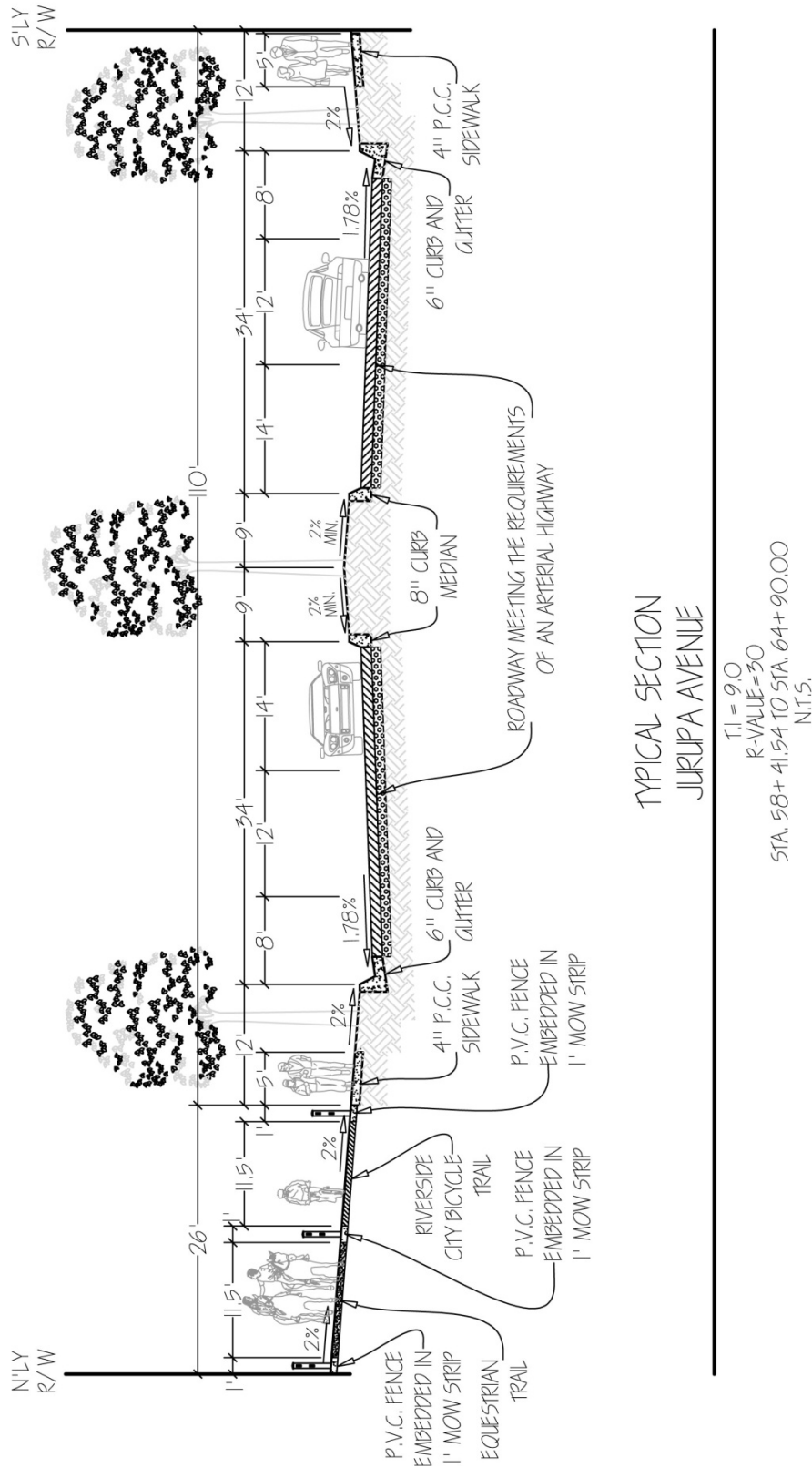
The City of Riverside has recognized the need for an arterial which would facilitate continuous east/west travel across the City, which would provide an additional access to Van Buren Boulevard and alleviate some of the heavy traffic volume at the intersection of Van Buren Boulevard and Arlington Avenue.

The City of Riverside adopted a Negative Declaration for the Jurupa Avenue extension in 2001. The Initial Study that was prepared by the City included Jurupa Avenue as a two lane highway with an option for a four lane, 110 foot wide fully improved street. That project included improvements to Jurupa Avenue from Tyler Street to Van Buren Boulevard. The Jurupa Avenue extension was included in the analysis for the preparation of the City's General Plan 2025 as well as in the design of project adjacent tracts.

## 2.3 PROJECT CHARACTERISTICS

### Relationship to the General Plan 2025

Development demands in the City of Riverside will continue to put pressure on the existing circulation network, resulting in the deterioration of the local transportation system, decreased public safety, and further exacerbation of vehicular generated emissions. The purpose of the project is to implement the Circulation and Community Mobility (CCM) Element of the City's General Plan 2025. This component of the General Plan 2025 has been developed to provide for the existing and future travel needs of the residents of the City of Riverside and ensure that there is a balance between land use and circulation. The Jurupa Avenue extension was included in the analysis for the preparation of the City's General Plan 2025. Implementation of the Jurupa Avenue Extension is an important component of this planned circulation network and would serve to complete a critical link in Riverside's General Plan 2025 CCM Element.



**Figure 3c - Typical Street Section**

Jurupa Avenue Extension—Rutland Avenue to  
 Hole Lake Dam/Crossing





### **Roadway Characteristics**

The proposed project would involve the easterly extension of Jurupa Avenue as a four-lane Arterial Highway from Rutland Avenue to approximately 650 feet westerly of Van Buren Boulevard. Roadway improvements will result in full width pavement, curb, gutter and sidewalk with a variable width median. All City of Riverside power lines will be relocated underground along with all overhead power lines that laterally bisect the proposed roadway. Existing Edison power lines located parallel and northerly of the proposed roadway will be protected in place. The project also includes necessary signing and striping as needed for roadway safety. Street lighting will be provided throughout the extended Jurupa Avenue project and bike and equestrian trails are planned on the north side of the roadway, which will provide linkage to existing trails. The typical cross-section for a four lane, arterial divided highway is 110 feet of right-of-way. In the area of existing improvements between Rutland Avenue and Bradford Street the pavement is relatively flat and exhibits grades from 0.4 to 0.55 percent. In the fill area over the Hole Lake Dam/Crossing, the grades vary somewhat, from 0.74 to -4.85 percent.

### **Grading**

Project grading will require some fill due to the needed design width of the road over the Hole Lake Dam/Crossing. The plan is to actually lower the height of the dam, but due to the widening of the street, new fill heights are anticipated to be a maximum of 38 feet.

Project geotechnical reports indicate that the dam area soils are inadequate to handle the loads of the proposed improvements. Therefore, the plan is to sub-excavate the dam area in inadequate areas to a suitable depth and fill those areas, compacting with suitable material. Project construction would require approximately 132,000 cubic yards of cut and 135,000 cubic yards of fill. The cut and fill number indicated above include those estimated sub-excavation quantities but do not include the effects of shrinkage and subsidence.

### **Right-of Way Requirements**

Sufficient right-of-way exists for the proposed improvements. Therefore, no acquisitions are proposed with this project.

### **Drainage Characteristics**

The project proposes to accommodate street runoff by directing street surface flows during storm events to drainage facilities, in this case, street catch basins. The project proposes the removal of the existing concrete spillways, removal and replacement of the existing culvert draining the Hole Lake area and the construction of an additional 12 foot diameter culvert that will parallel the existing pipeline alignment.

### **Landscape Design**

Landscaping will be provided in the parkways and medians, using native drought-tolerant species and ornamental vegetation, consistent with City-approved landscaping themes. It is planned to utilize reclaimed water to irrigate all City maintained landscaping in this area.





## 2.4 EXISTING LAND USE, ZONING AND SETTING

The project site area from Bradford Street to Rutland Avenue is partially improved with asphalt paving, concrete curb, gutter and sidewalk. The adjacent land use in that area is residential. Hole Lake Dam/Crossing and the associated drainage course traverse Jurupa Avenue on the other portion of the project area. The adjacent land use in this area is open space. This area of the project site includes the old Hole Lake Dam/Crossing and portions of the associated drainage course and reservoir. A culvert, draining Hole Lake, was constructed in 1975. The old dam and reservoir are currently used by Riverside County Flood Control & Water Conservation District (RCFC&WCD) for storm drain purposes. This portion of the site area exhibits a roughly graded road currently utilized by walkers and bikers.

**General Plan Designation:** 110' Arterial Highway, Public right-of-way      **Zoning:** N/A

**(Refer to Figures 4 and 4a)**

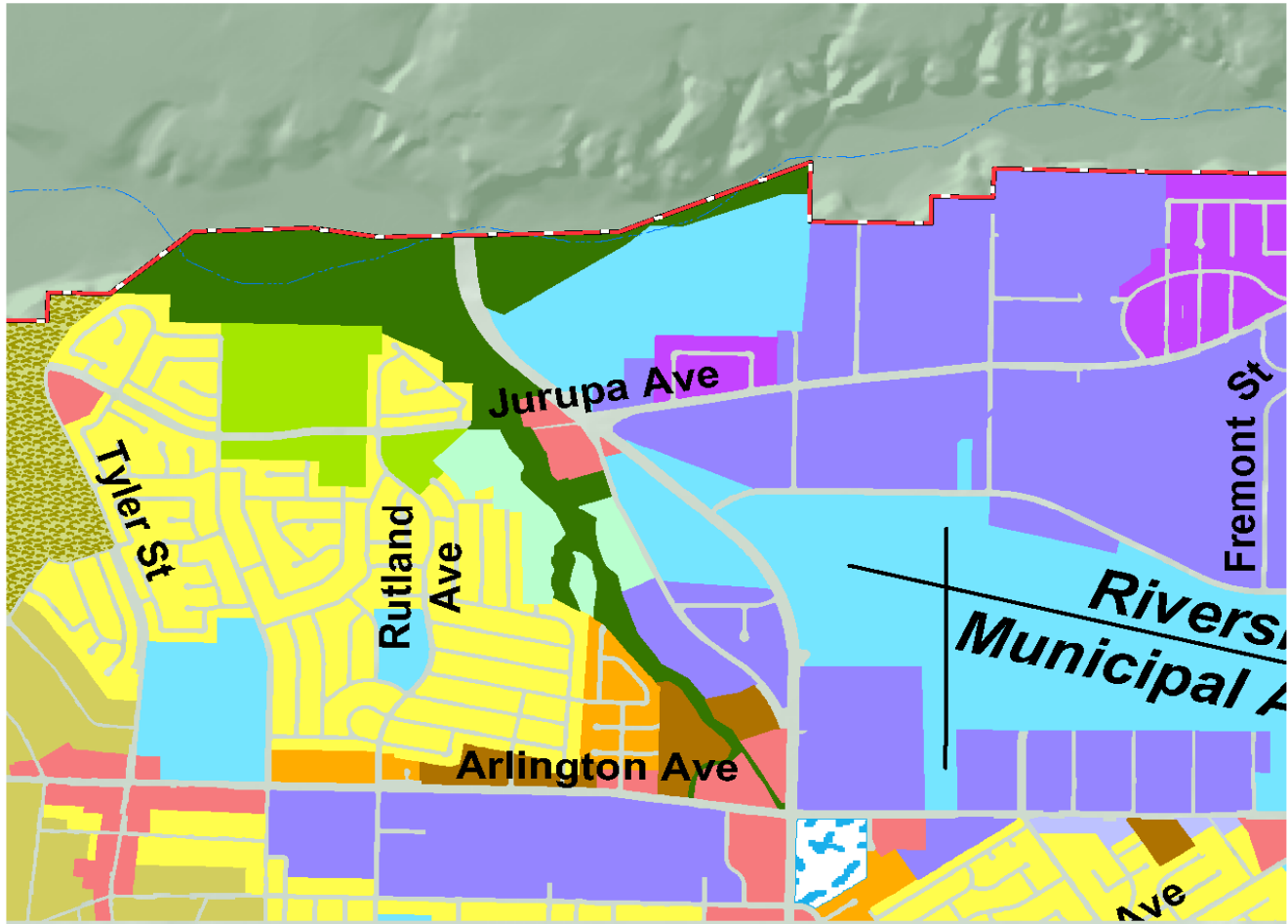
## 2.5 PROJECT OBJECTIVES

The City of Riverside's growth within the City and surrounding communities has put increasing pressures on the City's arterial street system. Van Buren Boulevard at Arlington Avenue continues to be one of the most congested intersections in the City. The primary purpose of the Jurupa Avenue extension is to complete a critical east/west connection from its current terminus, at Bradford Street. The Roadway extension will alleviate existing traffic congestion on the local circulation network and accommodate traffic generated by development west of the extension. The operation goal for the roadway is to achieve a level of service (LOS) "D" which has been adopted by the City as the standard for local streets and arterial highways. It was the City's goal to identify the most cost effective improvements that would be compatible with existing and future improvements.

**Refer to Figures 5a, 5b, 5c & 5d for Project Photos**

**The following are the primary project objectives:**

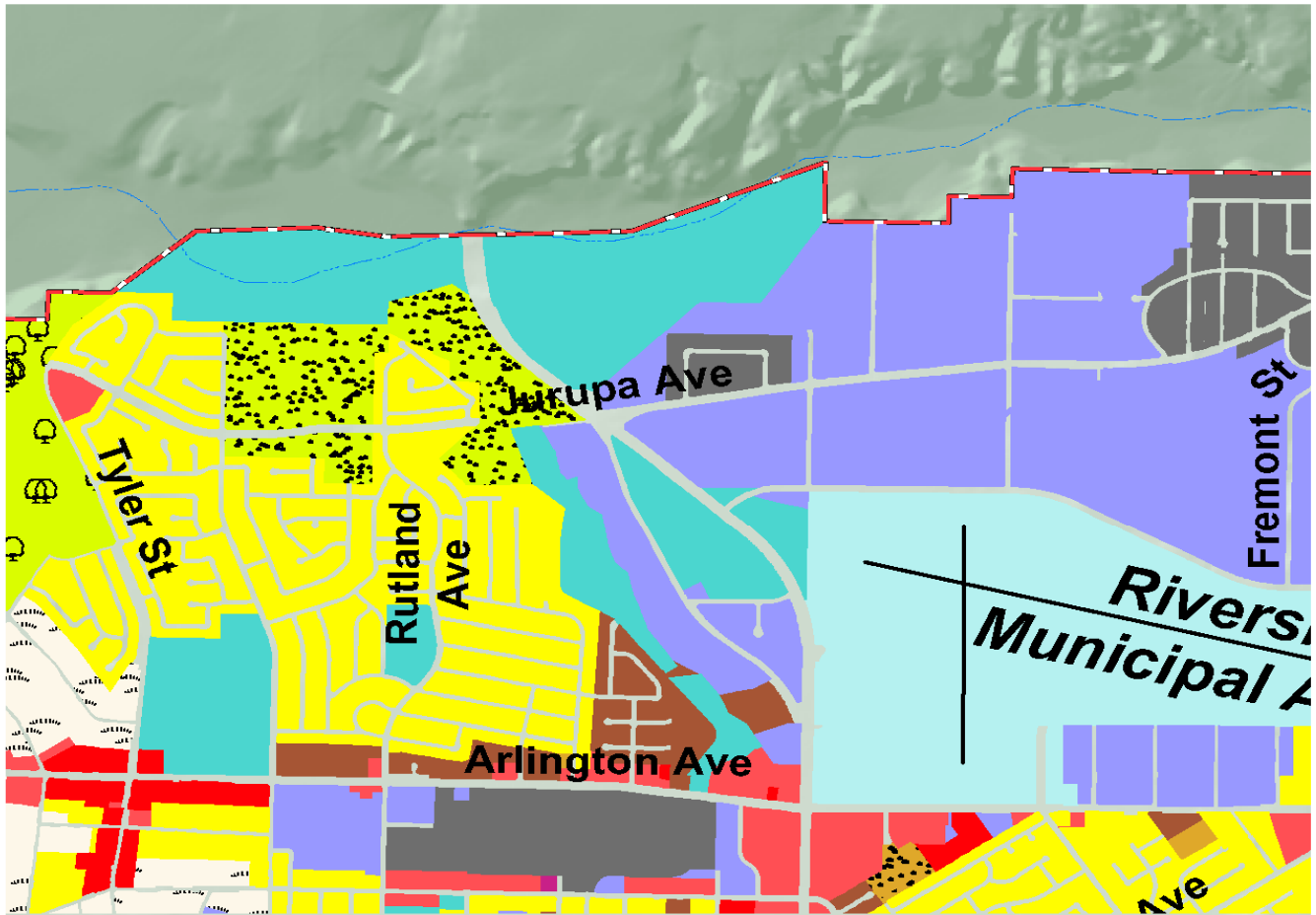
- Minimize congestion on the local circulation network
- Provide continuous connection from Rutland Avenue to Van Buren Boulevard
- Accommodate planned circulation needs by providing the extension of Jurupa Avenue consistent with the City of Riverside Circulation and Community Mobility Element.
- Provide a roadway design that is sensitive to the environmental resources in the study area and minimizes, to the extent feasible, impacts to plant and riparian areas, while providing adequate design to minimize safety hazards
- Improve air quality in the South Coast Air Basin by providing system improvements that will reduce traffic congestion and thereby the amount of pollutants generated
- Implement circulation improvements that will provide enhanced public services access (emergency response) to existing and planned uses in the area



**LEGEND**

- |  |                                      |
|--|--------------------------------------|
| RIVERSIDE CITY BOUNDARY                | C - COMMERCIAL                       |
| RIVERSIDE PROPOSED SPHERE OF INFLUENCE | CRC - COMMERCIAL REGIONAL CENTER     |
| POTENTIAL SPECIFIC PLAN                | DSP - DOWNTOWN SPECIFIC PLAN         |
| <b>GENERAL PLAN 2025</b>               |                                      |
| <b>LAND USE ELEMENT</b>                |                                      |
| A - AGRICULTURAL                       | O - OFFICE                           |
| A/RR - AGRICULTURAL/RURAL RESIDENTIAL  | B/OP - BUSINESS/OFFICE PARK          |
| HR - HILLSIDE RESIDENTIAL              | I - INDUSTRIAL                       |
| SRR - SEMI RURAL RESIDENTIAL           | MU-N - MIXED USE-NEIGHBORHOOD        |
| VLDR - VERY LOW DENSITY RESIDENTIAL    | MU-V - MIXED USE-VILLAGE             |
| LDR - LOW DENSITY RESIDENTIAL          | MU-U - MIXED USE-URBAN               |
| MDR - MEDIUM DENSITY RESIDENTIAL       | PF - PUBLIC FACILITIES/INSTITUTIONAL |
| MHDR - MEDIUM HIGH DENSITY RESIDENTIAL | PR - PRIVATE RECREATION              |
| HDR - HIGH DENSITY RESIDENTIAL         | P - PUBLIC PARK                      |
| VHDR - VERY HIGH DENSITY RESIDENTIAL   | OS - OPEN SPACE/NATURAL RESOURCES    |
|  | RAT - KANGAROO RAT HABITAT           |

**Figure 4 – Existing General Plan Land Use**  
 Source: City of Riverside General Plan 2025  
 Land Use Policy Map



**LEGEND**

- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

**ZONING**

**RESIDENTIAL ZONES**

- |              |          |
|--------------|----------|
| R-1-1/2 acre | R-3-2500 |
| R-1-10500    | R-3-3000 |
| R-1-13000    | R-3-4000 |
| R-1-7000     | RA-5     |
| R-1-8500     | RC       |
| R-3-1500     | RE       |
| R-3-2000     | RR       |

**COMMERCIAL/INDUSTRIAL ZONES**

- |     |     |
|-----|-----|
| O   | CG  |
| CR  | BMP |
| CRC | I   |

**DOWNTOWN SPECIFIC PLANS**

- |         |         |
|---------|---------|
| DSP-AS  | DSP-NMS |
| DSP-HC  | DSP-PPO |
| DSP-JC  | DSP-RC  |
| DSP-MSG | DSP-RES |
| DSP-NC  |         |

**OTHER ZONES**

- |     |         |
|-----|---------|
| AIR | OSP-CID |
| RWY | PF      |

**Figure 4a – Existing General Plan Zoning**

Source: City of Riverside General Plan 2025  
 Zoning Exhibit



Figure 5a - Existing Site Photos  
Jurupa Avenue Extension—Rutland Avenue to  
Hole Lake Dam/Crossing





5



6



3



4



1



2



Figure 5b - Existing Site Photos  
 Jurupa Avenue Extension—Rutland Avenue to  
 Hole Lake Dam/Crossing



Figure 5c - Existing Site Photos  
Jurupa Avenue Extension—Rutland Avenue to  
Hole Lake Dam/Crossing





11



9



7



12



10



8



Figure 5d - Existing Site Photos  
 Jurupa Avenue Extension—Rutland Avenue to  
 Hole Lake Dam/Crossing



**2.6 AGREEMENTS, PERMITS & APPROVALS**  
(Other Public Agencies who's Approval is required)

**City of Riverside**

- Approval of the Mitigated Negative Declaration

**U.S. Army Corps of Engineers (USACE)**

- Approval of Permits deemed necessary subsequent to the USACE review of the Pre-Construction Notification

**California Department of Fish and Game (CDFG)**

- Approval of Permits deemed necessary subsequent to the CDFG review of the Notification of Lake or Streambed Alteration

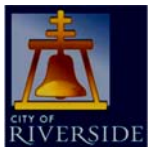
**Regional Water Quality Control Board – Santa Ana Region**

- Approval of a General Construction Activity Storm Water Permit and any other approvals deemed necessary subsequent to document review

**Riverside County Flood Control & Water Conservation District**

- Approval of Hole Dam/Crossing culvert modifications





### 3.0 INITIAL STUDY CHECKLIST

**AGENDA ITEM NO.:**

**WARD: 7**

1. **Case Number:** To be determined
2. **Project Title:** Jurupa Avenue Extension, Rutland Avenue to 650 feet west of Van Buren Boulevard
3. **Hearing Date:** To be determined
4. **Lead Agency:** City of Riverside  
Public Works Department  
Engineering Division  
3900 Main Street, 4<sup>th</sup> Floor  
Riverside, CA 92522
5. **Contact Person:** Ed Lara, P.E., Senior Civil Engineer  
**Phone Number:** (951) 826-2337
6. **Project Location:** Jurupa Avenue Extension, Rutland Avenue to 650 feet west of Van Buren Boulevard
7. **Project Applicant/Project Sponsor's Name and Address:**  
  
City of Riverside  
Public Works Department  
Engineering Division  
3900 Main Street, 4<sup>th</sup> Floor  
Riverside, CA 92522
8. **General Plan Designation:** 110' Arterial Highway, Public right-of-way
9. **Zoning:** N/A
10. **Description of Project:** Refer to section 2.0 (Detailed Project Description)



**11. Existing Land Use and Setting**

The project site area from Bradford Street to Rutland Avenue is partially improved with asphalt paving, concrete curb, gutter and sidewalk. Hole Lake Dam/Crossing and the associated drainage course traverse Jurupa Avenue on the other portion of the project area. This area of the project site includes the old Hole Lake Dam/Crossing and portions of the associated drainage course and reservoir. A culvert, draining Hole Lake, was constructed in 1975. The old dam and reservoir are currently used by Riverside County Flood Control & Water Conservation District (RCFC&WCD) for storm drain purposes. This portion of the site area exhibits a roughly graded road currently utilized by walkers and bikers.

**12. Surrounding land uses and setting:**

Hole Lake Dam/Crossing and the associated drainage course traverse Jurupa Avenue on a portion of the project area. From Bradford Street to Rutland Avenue, the project's westerly boundary, Rutland Park adjoins Jurupa Avenue to the south and single family residential homes exist to the north. The street is improved with some pavement, curbs, gutters and sidewalks in this area of the project.

**Adjacent Existing Land Use: (Refer to Figure 4 – Existing Land Use)**

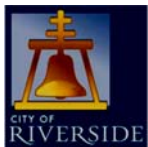
North: Residential, Hole Lake Water Course  
East: Commercial  
South: Parks, Hole Lake Water Course  
West: Residential

**Adjacent zoning: (Refer to Figure 4a – Existing Zoning)**

North: RE, R-1-7000  
East: BMP, PF  
South: BMP, PF  
West: R-1-7000

**13. Other Public Agencies who's approval is required (e.g., permits, financial approval, or participation agreement: Refer to Section 2.6 (Agreements, Permits & Approvals)**

**14. Documents Used and/or Referenced in this Review: Refer to Section 1.3 (Incorporated by Reference)**



## 15. Acronyms

AICUZ -	Air Installation Compatible Use Zone Study
AQMP -	Air Quality Management Plan
AUSD -	Alvord Unified School District
CDFG -	California Department of Fish and Game
CDG -	Citywide Design Guidelines
CEQA -	California Environmental Quality Act
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
GP 2025 -	General Plan 2025
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
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
RCALUC -	Riverside County Airport Land Use Commission
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
RCP -	Regional Comprehensive Plan
RMC -	Riverside Municipal Code
RPD -	Riverside Police Department
RPU -	Riverside Public Utilities
RPW -	Riverside Public Works
RTP -	Regional Transportation Plan
RUSD -	Riverside Unified School District
SARWQCB -	Santa Ana Regional Water Quality Control Board
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SKR-HCP -	Stephens' Kangaroo Rat - Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
USGS -	United States Geologic Survey
USACE -	United States Army Corps of Engineers
VPD -	Vehicles per Day
WMWD -	Western Municipal Water District
WQMP -	Water Quality Management Plan



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

**3.2 LEAD AGENCY DETERMINATION:**

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

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

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

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

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

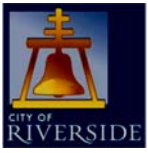
The City of Riverside finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated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

Signature \_\_\_\_\_

Date \_\_\_\_\_

Printed Name & Title \_\_\_\_\_

For City of Riverside



## *Environmental Initial Study*

---

### 3.3 EVALUATION OF ENVIRONMENTAL IMPACTS:

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



<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS:</b>				
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>1a. Response:</b> <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, EP-007-001, Notice of Determination &amp; Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i> <b>Jurupa Avenue from Van Buren Boulevard to Rutland Avenue is designated as a 110 foot, four-lane, Arterial Highway with a median. (See figure CCM-4, Master Plan of Roadways, Riverside General Plan 2025). The proposed project will have a positive aesthetic effect on the project area by removing the unsightly remains of the Hole Lake Dam facilities and by providing new improvements, a landscaped median, new parkway landscaping and the under grounding of electric facilities. Portions of the project area have been historically used as illegal dumping grounds and the above mentioned improvements should help to alleviate this problem by providing a roadway for citizens and police to more actively patrol the area. Construction operations would result in exposed graded surfaces, construction materials and the presence of construction equipment in areas that would impact the visual character of the project site. Construction impacts are temporary and would cease upon completion of such activities. To ensure construction activities will have a minimal adverse visual effect on this scenic area, mitigation measure MM AES 1 is being imposed to prevent any unnecessary storage of fill material, to, as soon as practicable, replant disturbed areas, and to store construction equipment away from residential neighborhoods. Proposed improvements would alter the existing topography such that street elevations will be no more than the existing filled dirt road. Existing native landscaping and mature trees would be removed and replaced with hardscape features and a combination of native and ornamental vegetation consistent with City’s normal parkway landscaping procedures. Existing Edison power lines located parallel and northerly of the proposed roadway will be protected in place. However, the project includes the undergrounding of existing City of Riverside power lines along with all overhead power lines that laterally bisect the proposed Jurupa Avenue alignment, and will help to improve the visual aesthetics of the area. Therefore, overall this project will have a positive aesthetic effect on the project area and with the implementation of MM AES 1 for construction and there is a less than significant impact.</b>				
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"/>
<b>1b. Response:</b> <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, EP-007-001, Notice of Determination &amp; Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i> <b>Although portions of the project site are located within the Camp Anza/Arlanza Survey Area, there are no historic buildings or remnants of the Camp found within the project area. Therefore the project will not damage this resource. Disturbed drainage vegetation within the project footprint is comprised of non-native invasive species. This vegetation predominantly includes Gooding’s willow (<i>Salix goodingi</i>), arroyo willow (<i>Salix lasiolepis</i>), giant reed (<i>Arundo donax</i>) and ornamental fan palm. There are no state scenic highways within the City of Riverside. However, Van Buren Boulevard is designated as both a parkway and a scenic boulevard on the City’s General Plan Figure CCM-4 – Master Plan of Roadways and the project area is located about 650 feet off of this designated scenic boulevard. The improvements proposed with this project will not damage this scenic resource, as the project area is set far enough back from Van Buren Boulevard and the project itself proposes aesthetic improvements. Construction operations would result in exposed graded surfaces, construction materials and the presence of construction equipment in areas that would impact the visual character of the site. Construction impacts are temporary and would cease upon completion of such activities. Therefore the impact to scenic resources is less than significant.</b>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**1c. Response:** (Source: Existing Site photographs, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways)  
See Response 1a. Implementation of the proposed project would alter the existing visual character of the area, as the proposed project extends Jurupa Avenue improvements into open space areas located in the Hole Lake Dam area. Project construction would result in a temporary impact to the visual character of the site. Existing views of some undeveloped land and the existing dirt road would be replaced with views of a four-lane divided roadway within a 110 foot right-of-way. In addition, the project includes the undergrounding of existing City of Riverside power lines along with all overhead power lines that laterally bisect the proposed Jurupa Avenue alignment, improving the visual aesthetics of the area. Overall this project will have a positive aesthetic effect on the visual character of the site and its surroundings which has been used in the past for illegal dumping. With the implementation of MM AES 1 for construction, the project will have a less than significant impact

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"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**1d. Response:** (Source: General Plan 2025, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines EP-007-001, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, approved March 6, 2001)  
Implementation of the proposed project would bring in additional sources of light and glare such as street lighting and vehicle headlights. The street exhibits existing street lights within a portion of the project area, along the residential homes. The project proposes to add street lights along the existing improved street area, fronting Rutland Park, as well as along the newly added street improvements. These new street lights will number approximately, 17. Street light installation is normally associated with this type of project and will improve overall traffic and pedestrian safety along the entire project stretch. The lighting is identical to that of the existing lights on Jurupa Avenue and therefore associated impacts are less than significant.

**2. AGRICULTURE RESOURCES:**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**2a. Response:** (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability & General Plan 2025 FPEIR – Appendix I – Designated Farmland Table)  
The project site is adjacent to areas identified in the General Plan 2025 as ‘Farmland of Local Importance’. These areas are not presently cultivated. As the only encroachment into this area will be from any planned roadway slopes and do not affect the potential for agricultural use, the impact is less than significant.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**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, & Title 19)  
Implementation of this project would not conflict with existing zoning for agricultural use and the project is not an area designated as ‘Williamson Act Preserves’ or contracted land for the same. Therefore there is no impact.

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**2c. Response:** (Source: General Plan – Figure OS-2 – Agricultural Suitability and Figure OS-3 -- Williamson Act Preserves)  
The project site is adjacent to areas identified in the General Plan 2025 as ‘Farmland of Local Importance’. These areas are not presently cultivated. The project site is in an urbanized area and there are no farmland



uses occurring on-site or in the immediate vicinity. As the only encroachment into this area will be from planned roadway slopes and not affect the potential for agricultural use, the impact is less than significant.

**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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**3a. Response:** *(Source: South Coast Air Quality Management District’s 2003 Air Quality Management Plan (AQMP))*  
**The proposed project is consistent with the General Plan 2025 Program “Typical Growth Scenario” in all aspects. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all Federal and State air quality standards. The City of Riverside is located within the Riverside County sub region of the SCAG projections. The General Plan 2025 FPEIR determined that implementation of the General Plan 2025 would generally meet attainment forecasts and attainment of the standards of the AQMP. The General Plan 2025 contains policies to promote mixed use, pedestrian-friendly communities that serve to reduce air pollutant emissions over time and this project is consistent with these policies. Because the proposed project is consistent with air quality policies within the General Plan 2025 and the GP 2025 FPEIR determined the General Plan 2025 to be consistent with the 2003 AQMP, the proposed project will not conflict or obstruct implementation of the applicable air quality plan - AQMP and therefore this project will have no impact directly, indirectly or cumulatively to the implementation of an air quality 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"/>
--	--------------------------	-------------------------------------	--------------------------	--------------------------

**3b. Response:** *(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District’s 2003 Air Quality Management Plan, URBEMIS 2007 Model, Air Quality Assessment – Adkan Engineers, September 2009)*

**Air quality impacts from the proposed project can only be identified as short term impacts associated with construction activities. Long term impacts are determined to be insignificant because the proposed project is not generating any additional trips above those planned under the General Plan 2025 and will be substantially reducing existing commuter times by improving the circulation through the implementation of the General Plan 2025 Master Plan of Roadway (Figure 4 – CCM-4). The proposed project would improve the operational deficiencies that will result from increased traffic demand and congestion from the existing and forecasted growth on the nearby roadways. The proposed project would not develop land uses that would generate additional traffic or contribute to traffic congestion. As the proposed project does not directly generate traffic (additional vehicle miles traveled), it would not result in a significant increase of greenhouse gasses beyond “no project” conditions.**

**The General Plan 2025 FPEIR Table 5.3-B, SCAQMD CEQA Regional Significance Thresholds shows the thresholds which the City of Riverside recognizes when evaluating potential significant air quality impacts. It is appropriate for the City to use SCAQMD thresholds since the City is located within the South Coast Air Basin SCAB.**

**Short-Term Impacts**

**Short-term impacts associated with construction of the proposed project will result in increased air emissions from grading, earthmoving, and construction activities. The common air emission sources from construction that can be mitigated effectively are mostly PM-10 (air borne dust). Construction activity will also generate CO and NO<sub>x</sub>. Architectural coatings, exterior paints, and asphalt may release reactive organic gases (ROG). The General Plan 2025 FPEIR requires individual development to employ construction approaches that minimize pollutant emissions (General Plan 2025 FPEIR MM Air 1- MM Air 5, e.g., watering for dust control, tuning of equipment, limiting truck idling times).**

**A SCAQMD URBEMIS computer model analyzed short-term construction related impacts. The results of the URBEMIS model determined that the proposed project would result in the following emission levels:**





URBEMIS MODEL RESULTS SHORT-TERM IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
<b>SCAQMD Daily Thresholds Construction</b>	75	100	550	150	150	55
<b>Unmitigated Emissions Construction</b>	<i>10.86</i>	<i>93.74</i>	<i>49.29</i>	<i>.02</i>	<i>314.91</i>	<i>65.77</i>
<b>Mitigated Emissions Construction</b>	<i>10.86</i>	<i>93.74</i>	<i>49.29</i>	<i>.02</i>	<i>141.72</i>	<i>29.60</i>
<b>Exceeds Y/N</b>	N	N	N	N	N	N

The above table compares the short-term project emissions to the SCAQMD daily thresholds and shows that established thresholds will not be exceeded. To further ensure short term emissions are reduced MM AIR 1 – 3 are being required. These mitigation measures include dust control measures during all phases of project construction as required by SCAQMD, such as maintaining adequate soil moisture, removal of soil spilled into the roadway, suspending grading activities during periods of moderate wind episodes, the prompt revegetation of disturbed areas and the appropriate transportation of emissive materials (MM AIR 1 and 2). The project will also be required to implement procedures for equipment to help reduce NOx emissions (MM AIR 3).

Therefore, because the project will not violate any air quality standard, contribute substantially to an existing or projected air quality violation, and will be subject to further mitigation, the impacts directly, indirectly and cumulatively will be less than significant impacts.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

**3c. Response:** (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District’s 2003 Air Quality Management Plan, URBEMIS 2007 Model, Air Quality Assessment – Adkan Engineers, September 2009)

See Response 3b above. In addition, construction activities would result in potentially significant short term PM<sub>10</sub> and PM<sub>2.5</sub> impacts that exceed the emissions set forth by SCAQMD. It should be noted that emissions produced during grading and construction activities are “short term” in nature as they occur only for the duration of construction. Construction activities are anticipated to take approximately 6 months over 8 hour work day shifts. The project shall conform to SCAQMD Rule 403, implementation of such dust preventive measures would reduce short term fugitive dust impacts on nearby sensitive receptors. With the implementation of MM AIR 1 through 3, the impacts will be less than significant.

d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	-------------------------------------	--------------------------	--------------------------

**3d. Response:** (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District’s 2003 Air Quality Management Plan, URBEMIS 2007 Model, Air Quality Assessment – Adkan Engineers, January 2010)

Children, the elderly and those with compromised respiratory systems are considered sensitive receptors and there is potential for these receptors to exist in the project adjacent residential neighborhoods. The project will serve to implement the air quality goals established by the General Plan 2025 by improving traffic flow through the project area. Short-term impacts associated with construction of the project will result in increased air emissions from grading, earthmoving, and construction activities. Mitigation Measures MM



<p><b>AIR 1 – 3 noted in Response 3b above will require the project to employ construction approaches that minimize pollutant emissions (e.g., watering for dust control, limiting truck idling times). Further, an URBEMIS computer model analyzed short-term construction impacts of the project and determined that the proposed project would not exceed SCAQMD thresholds for short-term construction. Therefore, with MM AIR 1 – 3 the project will not expose sensitive receptors to substantial pollutant concentrations and a less than significant impact will occur directly, indirectly or cumulatively from this project.</b></p>				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>3e. Response:</b> <i>(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District’s 2003 Air Quality Management Plan, URBEMIS 2007 Model)</i>  <b>The construction activities associated with the expected build out of the project site will generate airborne odors like asphalt, diesel exhaust emissions, and on- and off-site improvement installations. However, said emissions would occur only during daylight hours, be short-term in duration, and would be isolated to the immediate vicinity of the construction site. Therefore, they would not expose a substantial number of people to objectionable odors on a permanent basis and as such, the project will have a less than significant impact.</b></p>				
f. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>3f. Response:</b> <i>(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District’s 2003 Air Quality Management Plan, URBEMIS 2007 Model, Air Quality Assessment – Adkan Engineers, January 2010)</i>  <b>This project will also not contribute to any increase in greenhouse gases (GHG) on a project level or cumulatively. In under long term operations, as shown below, GHG may actually be reduced.</b></p> <p><b>GHG is the layer of gases in the atmosphere that acts like a greenhouse, i.e., it prevents the escape of heat. The increase in these gases, due to the combustion of fossil fuels and other activities, has increased the greenhouse effect. Gases responsible for this effect are carbon dioxide, CFC’s, methane and nitrous oxide. Human activities such as industrial/manufacturing, utilities, transportation, residential and agricultural sectors are contributors to the GHG effect. 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 GHG threshold; however, there are currently no established guidelines or regulations issued on significance thresholds or methodologies for assessing impacts of global warming, nor have any thresholds been adopted.</b></p> <p><b>Regardless, this project has been analyzed for potential impacts to GHG’s. As shown above in 3b, for construction related impacts, the emissions that could contribute to GHG’s are all well below the daily emissions thresholds and as such would not contribute to the GHG emissions.</b></p> <p><b>Long term impacts are determined to be insignificant because the proposed project is not generating any additional trips beyond those planned under the General Plan 2025 and, will actually substantially reduce existing commuter times by improving the circulation. The proposed project would improve the operational deficiencies that will result from increased traffic demand and congestion from the existing and forecasted growth on the nearby roadways. The proposed project would not develop land uses that would generate additional traffic or contribute to traffic congestion.</b></p> <p><b>Finally, the project would comply with all SCAQMD applicable rules and regulations during operation and will not interfere with the State’s goals of reducing greenhouse gas 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. As the proposed project does not directly generate traffic (additional vehicle miles traveled), it would not result in a significant increase of greenhouse gasses.</b></p>				
g. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>3g. Response:</b> <i>(General Plan 2025 Figure CCM-4 – Master Plan of Roadways)</i>  <b>The project will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emission of greenhouse gases. Furthermore, the proposed extension of Jurupa</b></p>				



Avenue is consistent with the City of Riverside adopted General Plan 2025.

**4. BIOLOGICAL RESOURCES:**

Would the project:

<p>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>4a. Response:</b> <i>(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 &amp; MSHCP Section 6.3.2 Habitat Assessment prepared by Victor Horchar September 10, 2009, 2010 Post-Fire Mitigation Expectations for the Jurupa Extension Project, Riverside, California prepared by Victor Horchar, February 8, 2010, Biological Technical Report for the Jurupa Avenue Extension by RECON, dated August 7, 2000, Results of Presence/Absence Surveys for Least Bell’s Vireo by Gilberto Ruiz, August 13, 2009, Post Survey Notification – Focused Survey Results for the Least Bell’s Vireo &amp; Costal California Gnatcatcher on the Jurupa Avenue Road Extension Project by RECON, dated August 8, 2000, Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Game, effective January 29, 2004-June 30, 2005)</i></p> <p><b>Biology Assessments were prepared for the project in 2000 and 2009. The Biological Technical Report prepared by Recon, August, 2000 was prepared for a larger project area and included two impact areas. The subject project concentrates on a single area of impact and the Biological Reports, prepared for the project in August, 2009, September 2009 and February 2010, reflect their findings from this single project area. The Multiple Species Habitat Conservation Plan (MSHCP) Burrowing Owl Survey Area &amp; MSHCP Section 6.3.2 Habitat Assessment, prepared for the project in August, 2009 verifies the findings of the Biological Technical Report Prepared by Recon in August of 2000. Plant community impacts in the project area are pursuant to the September 2009 Victor Horchar report expected to be as follows: 0.11 acres of cattails, 0.26 acres of mule fat scrub and 0.42 acres of degraded Riversidean sage scrub/non-native grassland mix, Southern willow scrub will be avoided. However, in late January early February 2010, a fire occurred to the north side of the project area. The result of the fire was to eliminate native vegetation in the area such that the mitigation numbers have decreased as follows: 0.05 acres of cattails, 0.21 acres of mule fat scrub and 0.22 acres of degraded Riversidean sage scrub/non-native grassland mix (MM BIO 1 through 3). Mitigation for these impacts will consist of onsite re-vegetation of disturbed areas with similar habitat, but only for the non-burned area. Mitigation in the burned area will not occur since the riparian vegetation is no longer present. The survey results for the Least Bell’s Vireo were negative. All grading and vegetation clearing activities within 500 feet of riparian habitat shall be conducted outside of the breeding season for the Least Bell’s Vireo. If grading does occur during the breeding season, a qualified biological monitor will be retained (MM BIO 4). In 2009 to satisfy the (MSHCP) a Burrowing Owl survey was performed. Although potential habitat is present on the project site, no signs of Burrowing Owls, their burrows, scat, feathers or any other indication that this species is present were observed. A presence/absence survey will be performed within 30 days of project implementation in accordance with the requirements of the (MSHCP) (MM BIO 5). The project will impact 0.37 acres of California Department of Fish and Game (CDFG) jurisdictional areas and 0.11 acres of permanent impacts to U.S. Army Corps of Engineers (USACE) jurisdictional areas (0.01 acres of temporary impacts). Prior to impacting jurisdictional areas, the City will obtain a Streambed Alteration Agreement from the CDFG. A Streambed Alteration Agreement was entered into on this project and was effective January 29, 2004 through June 30, 2005. This agreement will be re-applied for as the expiration date has past. (MM BIO 3). In addition, a Water Quality Certification from the Santa Ana Regional Water Quality Control Board (SARWQCB) will be acquired, and notification to the USACE in accordance with State and Federal regulations will be performed prior to disturbance of the jurisdictional areas (MM BIO 3). With the implementation of mitigation measures MM BIO 1 thru MM BIO 5 impacts to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or U.S. Fish and Wildlife Service will be less than significant.</b></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</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Department of Fish and Game or U.S. Fish and Wildlife Service?				
<p><b>4b. Response:</b> (Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area &amp; MSHCP Section 6.3.2 Habitat Assessment, Biological Technical Report by RECON, dated August 7, 2000, Presence/Absence Survey for Least Bell’s Vireo by Gilberto Ruiz, August 13, 2000, Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Game, effective January 29, 2004-June 30, 2005, MSHCP Burrowing Owl Survey Area &amp; MSHCP Section 6.3.2 Habitat Assessment prepared by Victor Horchar September 10 2009, 2010 Post-Fire Mitigation Expectations for the Jurupa Extension Project, Riverside, California prepared by Victor Horchar, February 8, 2010,)</p> <p><b>Plant community impacts in the project area are expected to be as follows: 0.05 acres of cattails, 0.21 acres of mule fat scrub and 0.22 acres of degraded Riversidean sage scrub/non-native grassland mix, Southern willow scrub will be avoided. Mitigation for these impacts will consist of onsite revegetation of disturbed areas with similar habitat (see MM BIO 2), but only in the non-burn area since in the burned area, the riparian vegetation is no longer present.. The project will impact 0.37 acres of CDFG jurisdictional areas and 0.11 acres of permanent impacts to USACE jurisdictional areas (0.01 acres of temporary impacts). Prior to impacting jurisdictional areas, the City will obtain a Streambed Alteration Agreement from the CDFG. A Streambed Alteration Agreement was entered into on this project and was effective January 29, 2004 through June 30, 2005). This agreement will be re-applied for as the expiration date has past. A Water Quality Certification from the SARWQCB, and notification to the USACE in accordance with State and Federal regulations will also be obtained (MM BIO 3). Compliance with MM BIO 2 and 3 will insure a less than significant impact.</b></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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>4c. Response:</b> (Source: City of Riverside GIS/CADME USGS Quad Map Layer, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area &amp; MSHCP Section 6.3.2 Habitat Assessment, Biological Technical Report by RECON, dated August 7, 2000, Presence/Absence Survey for Least Bell’s Vireo by Gilberto Ruiz, August 13, 2000, Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Game, effective January 29, 2004-June 30, 2005, MSHCP Burrowing Owl Survey Area &amp; MSHCP Section 6.3.2 Habitat Assessment prepared by Victor Horchar September 10 2009, 2010 Post-Fire Mitigation Expectations for the Jurupa Extension Project, Riverside, California prepared by Victor Horchar, February 8, 2010,)</p> <p><b>Plant community impacts in the project area are expected to be as follows: 0.05 acres of cattails, 0.21 acres of mule fat scrub and 0.22 acres of degraded Riversidean sage scrub/non-native grassland mix, Southern willow scrub will be avoided. Mitigation for these impacts will consist of onsite revegetation of disturbed areas with similar habitat (MM BIO 2). The project will impact 0.37 acres of CDFG jurisdictional areas and 0.11 acres of permanent impacts to USACE jurisdictional areas (0.01 acres of temporary impacts). Prior to impacting jurisdictional areas, the City will obtain a Streambed Alteration Agreement from the CDFG. A Streambed Alteration Agreement was entered into on this project and was effective January 29, 2004 through June 30, 2005. This agreement will be re-applied for as the expiration date has past). A Water Quality Certification from the SARWQCB, and notification of the USACE in accordance with State and Federal regulations will also be obtained (MM BIO 3). Compliance with the required mitigation measures will insure a less than significant impact.</b></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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4d. Response: The project will have no impact on wildlife movement corridors. In fact, this project will help to ensure the continued movement through the revegetation of plant species to allow for wildlife species to seek out the area and continue on to the Santa Ana River.</b></p>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4e. Response: The project will not conflict with any local policies or ordinances protecting biological resources.</b></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"/>
<b>4f. Response: The project will not conflict with the provisions with an adopted Habitat Conservation Plan, Natural Community Plan or other approved local, regional, or state habitat conservation plan.</b>				
<b>5. CULTURAL RESOURCES:</b>				
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>5a. Response:</b> <i>(Source: GP 2025 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, &amp; Appendix D – Cultural Resources Study for the City of Riverside General Plan 2025 Update Program EIR, Title 20 of the Riverside Municipal Code, Phase I Cultural Resources Investigation for the Proposed Jurupa Avenue Extensions, Between Van Buren Boulevard and Tyler Avenue in the City of Riverside, Riverside County, California – McKenna et.al. – April 16, 2009, Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California – RECON – May 19, 2000, City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Grant Historical Resources Inventory and Context Statement – Galvin Preservation Associates – September 2007, and Addendum Report: A Cultural Resources Investigation and Evaluation of Identified Resources Along the Proposed Jurupa Avenue Extension Between Van Buren Boulevard and Tyler Avenue in Riverside, Riverside County, California - January 27, 2010, McKenna)</i></p> <p><b>The cultural resource investigation performed for the project on 2000 (RECON, May 19, 2000) and updated in 2009 (McKenna et. al., January 27, 2010) found the presence of one bedrock milling station (CA-RIV-6452, and primary number P-33-9652) located within the Hole Lake complex. The project proposes to cap the bedrock milling station with approximately 5 feet of compacted fill. The cap will preserve the milling station from any impacts subsequent to project completion; care needs to be exhibited by the contractor during the compaction of the first several layers of fill over the top of the milling station (MM CULT 2). Other known historical resources within the project site area includes the Hole Lake Dam, which, according to McKenna’s investigation is considered to be eligible for recognition as a locally significant resource as a Cultural Historic Landmark, Structure of Merit and/or non-contributing element of a District (Hole Ranch complex). There is also the Camp Anza Military Encampment Settling Ponds located approximately 1,000 feet west of the project boundary but which do not meet the criteria for recognition as a Cultural Historic Landmark or Structure of Merit. In all cases the proposed extension of Jurupa Avenue will not impact either resource and therefore the project will not result in an adverse change to such resources. Furthermore, the Hole Lake Dam is not eligible for listing in the National Register of Historic Places and the CRHR. In that all cultural resources will be avoided with this project, the impact to historical resources will be less than significant.</b></p>				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>5b. Response:</b> <i>(Source: GP 2025 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, &amp; Appendix D, Cultural Resources Study for the City of Riverside General Plan 2025 Update Program EIR, Title 20 of the Riverside Municipal Code, Phase I Cultural Resources Investigation for the Proposed Jurupa Avenue Extensions, Between Van Buren Boulevard and Tyler Avenue in the City of Riverside, Riverside County, California – McKenna et.al. – April 16, 2009, Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California – RECON – May 19, 2000, EP-007-007, Notice of Determination &amp; Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Grant Historical Resources Inventory and Context Statement – Galvin Preservation Associates – September 2007, and Addendum Report: A Cultural Resources Investigation and Evaluation of Identified Resources Along the Proposed Jurupa Avenue Extension Between Van Buren Boulevard and Tyler Avenue in Riverside, Riverside County, California - January 27, 2010, McKenna)</i></p> <p><b>The cultural resource investigation performed on the project on 2000 (RECON, May 19, 2000) and updated in 2009 (McKenna et. al., January 27, 2010) found the presence of one bedrock milling station (CA-RIV-6452 and primary number P-33-9652) located within the Hole Lake complex but which will not be impacted by this project and which will be protected by the installation of protective fencing during all phases of construction. There are no other known archaeological resources within the project site area; however,</b></p>				



because some of the area of the project involves previously undisturbed soils and pre-historic resources are located nearby, MM CULT 1 is being imposed should buried archaeological resources be discovered during construction. With the implementation of MM CULT 1, the impacts to archeological resources will be less than significant.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

**5c. Response:** (Source: General Plan 2025 Policy HP-1.3, Phase I Project Cultural Resources Investigation for the Proposed Jurupa Avenue Extensions, Between Van Buren Boulevard and Tyler Avenue in the City of Riverside, Riverside County, California – McKenna et.al. – April 16, 2009, Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California – RECON – May 19, 2000, EP-007-007, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Grant Historical Resources Inventory and Context Statement – Galvin Preservation Associates – September 2007, and Addendum Report: A Cultural Resources Investigation and Evaluation of Identified Resources Along the Proposed Jurupa Avenue Extension Between Van Buren Boulevard and Tyler Avenue in Riverside, Riverside County, California - January 27, 2010, McKenna)

The earlier analysis used to obtain the 2001 Mitigated Negative Declaration for Jurupa Avenue Extension, approved March 6, 2001 found there to be no impact to paleontological resources or geologic features. The cultural resource investigation performed on the project on 2000 (RECON, May 19, 2000) and updated in 2009 (McKenna et. al., January 27, 2010) found that although no evidence of fossil specimens were found, there is the potential for such resources to be present in older alluvium. Therefore, paleontological monitoring should be considered during grading operations, as the project requires extensive excavations and will impact deposits of older alluvium. As such MM CULT 1 is being imposed. With the implementation of MM CULT 1, the impacts to paleontological resources will be less than significant

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, Phase I Project Cultural Resources Investigation for the Proposed Jurupa Avenue Extensions, Between Van Buren Boulevard and Tyler Avenue in the City of Riverside, Riverside County, California – McKenna et.al. – April 16, 2009, Cultural Resources Survey of the Proposed Jurupa Avenue Extension Riverside, California – RECON – May 19, 2000, City of Riverside Camp Anza/Arlanza 2006-2007 Certified Local Government Grant Historical Resources Inventory and Context Statement – Galvin Preservation Associates – September 2007, and Addendum Report: A Cultural Resources Investigation and Evaluation of Identified Resources Along the Proposed Jurupa Avenue Extension Between Van Buren Boulevard and Tyler Avenue in Riverside, Riverside County, California - January 27, 2010, McKenna)

The cultural resource investigation 2009 (McKenna et. al., April 16, 2009) included a sacred Lands File Check by the Native American Heritage Commission (NAHC) in Sacramento regarding the possibility of Native American resources in the project vicinity. The NAHC did not identify any Native American sacred lands in the immediate vicinity of the proposed project. No known human remains exist on-site and due to the level of past disturbance on-site, it is not anticipated that human remains would be encountered during earth removal or disturbance activities. Should human remains be encountered during construction, all activities would cease immediately and the Riverside County Coroner would be immediately contacted pursuant to California Health and Safety Code §7050.5 and California Public Resources Code § 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed by Section 15064.5(e) of the CEQA Guidelines. Therefore project implementation would not create a significant impact to human remains.

**6. GEOLOGY AND SOILS:**

Would the project:

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, Appendix E – Geotechnical Report, Project



<p><i>Preliminary Geotechnical Investigation, Jurupa Avenue Extension (East) Rutland Avenue to Van Buren Boulevard City of Riverside, CA, dated April 7 2009 Medall, Aragon Geotechnical, Inc – April 7, 2009)</i></p> <p><b>Southern California has numerous potentially active faults that could affect the project site. Surface traces of active faults are associated with the San Jacinto Fault, located 11 miles northeast of the project site, and the Elsinore fault zone about 11 miles to the southwest. There are no known active fault traces in the City of Riverside. No known faults exist within the project area and the project geotechnical investigation did not disclose any visible lineaments of fault topography on or around the project site, based on aerial photographic evidence. Therefore no impacts are anticipated.</b></p>				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6ii. Response:</b> <i>(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Appendix E – Geotechnical Report, Project Preliminary Geotechnical Investigation, Jurupa Avenue Extension (East) Rutland Avenue to Van Buren Boulevard, City of Riverside, CA, dated April 7, 2009 – Medall Aragon Geotechnical, April 7, 2009, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i></p> <p><b>Southern California has numerous potentially active faults that could affect the project site. Surface traces of active faults are associated with the San Jacinto Fault, located 11 miles northeast of the project site, and the Elsinore fault zone about 11 miles to the southwest. There are no known active fault traces in the City of Riverside. No known faults exist within the project area and the project geotechnical investigation did not disclose any visible lineaments of fault topography on or around the project site, based on aerial photographic evidence. Further, the Mitigated Negative Declaration for Jurupa Avenue Extension approved March 6, 2001 found there to be no impact. Ground shaking, according to the Geotechnical Investigation, (MAG April 2007), is judged to be the hazard most likely to affect the project, based upon its' proximity to the regional faults including the San Andreas Fault. However, due to the location of the project and the nature of the project, the impacts of strong seismic ground shaking are less than significant.</b></p>				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>6iii. Response:</b> <i>(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, Preliminary Geotechnical Investigation, Jurupa Avenue Extension (East) Rutland Avenue to Van Buren Boulevard City of Riverside, CA, dated April 7 2009 Medall, Aragon Geotechnical, Inc – April 7, 2009)</i></p> <p><b>Portions of the project lie with the high to very high Generalized Liquefaction zone, which indicates that groundwater may be at less than 30 feet. The Project Preliminary Geotechnical Investigation data indicated that although the areas away from the Hole Lake Dam displayed zero risk of liquefaction potential, the undocumented alluvium directly below the Hole Lake Dam creates hazard and is subject to liquefaction. The alluvium in this area will be excavated, removed and replaced with competent compacted, engineered material to avoid any issues with liquefaction (MM GEO 1). Therefore, with the implementation of MM GEO 1 the impacts caused by liquefaction will be less than significant.</b></p>				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6iv. Response:</b> <i>(Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Preliminary Geotechnical Investigation, Jurupa Avenue Extension (East) Rutland Avenue to Van Buren Boulevard City of Riverside, CA, dated April 7 2009 Medall, Aragon Geotechnical, Inc – April 7, 2009., Title 18 – Subdivision Code, Title 17 – Grading Code, &amp; Storm Water Pollution Prevention Plan SWPPP)</i></p> <p><b>Landslides are earthquake-induced ground failure occurs primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when they become water saturated. Landslides are generally limited to areas with a combination of poorly consolidated material and slopes that exceed 30%. The project site exhibits areas within Hole Lake Dam and adjacent to the right-of-way that are underlain by slopes 15% to 30% but according to the Project Preliminary Geotechnical Investigation the project site was found to be free of features associated with natural unstable slopes. As well, the study did not find evidence for landslides along the project alignment or in the steep sidewalls of the Hole Lake Dam area. All fill slopes will be placed per the recommendations of the project Geotechnical Engineer. Implementation of the Geotechnical Engineers recommendations will reduce any impact to a less than significant impact.</b></p>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6b. Response:</b> <i>(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, &amp; Storm Water Pollution Prevention Plan SWPPP)</i></p>				



<p><b>The highest erosion potential occurs in loose and/or shallow soils on steep slopes. Project construction would produce loose soils, which are subject to erosion if the surface area were to be disturbed or vegetation were to be removed. Grading and trenching for construction may expose soils to short-term wind and water erosion. Implementation of erosion control measures as required, and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities will reduce potential impacts to less than significant impacts.</b></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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>6c. Response:</b> (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Preliminary Geotechnical Investigation, Jurupa Avenue Extension (East) Rutland Avenue to Van Buren Boulevard City of Riverside, CA, dated April 7 2009 Medall, Aragon Geotechnical, Inc – April 7, 2009)</p> <p>Portions of the project lie with the high to very high Generalized Liquefaction zone, which indicates that groundwater may be at less than 30 feet. The Project Preliminary Geotechnical Investigation data indicated that although the areas away from the Hole Lake Dam displayed zero risk of liquefaction potential, the undocumented alluvium directly below the Hole Lake Dam creates hazard and is subject to liquefaction. The alluvium in this area will be excavated, removed and replaced with competent compacted, engineered material to avoid any issues with liquefaction (MM GEO 1). Therefore, with the implementation of MM GEO 1, impacts will be less than significant.</p>				
<p>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6d. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, &amp; California Building Code as adopted by the City of Riverside &amp; Preliminary Geotechnical Investigation, Jurupa Avenue Extension (East) Rutland Avenue to Van Buren Boulevard City of Riverside, CA, dated April 7 2009 Medall, Aragon Geotechnical, Inc – April 7, 2009)</p> <p>According to the General Plan 2025 a small portion of the project site exhibits an area with potential for moderate shrink/swell potential. The Project Preliminary Geotechnical Investigation (MAG April, 2009) found little or no evidence of expansive soils within the project area. Therefore the project impact is less than significant.</p>				
<p>e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6e. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils &amp; Table 5.6-B – Soil Types)</p> <p>The project proposes a roadway alignment that would extend Jurupa Avenue. It would not be necessary to install septic tanks or alternative wastewater disposal systems, as an existing sewer line is to be relocated with the project construction. Since the project does not involve the use of septic tanks or alternative wastewater disposal systems no impact would occur.</p>				
<p><b>7. HAZARDS &amp; HAZARDOUS MATERIALS:</b></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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7a. Response:</b> (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1 and OEM’s Strategic Plan)</p> <p>The project would not produce or generate any significant hazard to the public or the environment from the routine transport, use or disposal of hazardous wastes or material. During construction, small amounts of hazardous materials may be found in solvents, chemicals and petroleum products used for road maintenance</p>				





<p>and landscaping. The materials would be similar to those found in common household products such as cleaning products or pesticides. Hazardous materials and/or wastes will be managed in accordance with all applicable Federal, State and local guidelines and as a result would not be a significant hazard to the public or the environment. No hazardous substances are planned to be stored on the project site. Any potential impacts from routine disposal, use or transport of hazardous materials will be reduced to a level of less than significant by conforming to existing guidelines and regulations for the disposal, use or transport of hazardous materials.</p>				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>7b. Response:</b> (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan) See Response 7a above. In addition, the project involves the relocation of a 27” sanitary sewer line that will be temporarily suspended on a falsework bridge. Every precaution will be taken to ensure the sewer line will not be broken causing a leak or spill into the environment. As well, the project contractor shall prepare a ‘spill plan’ to be utilized in the rare event of a spill emergency that will include immediate steps to reduce the potential for environmental harm (MM HAZ 1). Therefore, with the implementation of MM HAZ 1, impacts due to release of hazardous materials will be less than significant.</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><b>7c. Response:</b> (Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code) There are no proposed or existing schools within one-quarter mile of the project site. Therefore no impacts are identified.</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><b>7d. Response:</b> <b>7d. Response:</b> (Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStar Database Listed Sites) The project is located within a site which is included on a list of hazardous materials by the Department of Toxic Substance’s (DTSC) EnviroStar Database for the Camp Anza Military Reservation and is also listed in the General Plan 2025 as a contaminated site on Figure PS-5. Westerly of the project boundary within the Agricultural Park, PCB’s (polychlorinated biphenyl) have been uncovered as a result sewage ponds constructed for the Camp Anza Military Reservation, however records show that the evidences of sewage ponds were limited to this specific area clearly outside the Jurupa Extension Project Boundary. Therefore there is no likelihood of uncovering hazardous wastes within the boundary of the project site and, thus, no impact.</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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7e. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, Notice of Determination &amp; Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001) The project is located in the Inner Approach Departure Zone and the Extended Approach/Departure Zone of Riverside County Airport Land Use Compatibility Plan (RCALUCP) for the Riverside Municipal Airport,</p>				



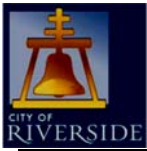
<p><b>and within two miles of the Riverside Municipal Airport. Being that the project is a roadway and is consistent with the General Plan 2025 this ensures that the project will not create a safety hazard for the airport and therefore, there will be no impact.</b></p>				
<p>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas and RCALUCP) <b>The project is not located in the vicinity of a private airstrip. Therefore, there will be no impact.</b></p>				
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7g. Response:</b> (Source: GP 2025 FPEIR– Hazards &amp; Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan) <b>The proposed roadway extension project would not interfere with an adopted emergency response or evacuation plan. Upon completion it would provide greater access and improve mobility in case of emergency. The proposed roadway project will comply with applicable City of Riverside Fire Department codes for emergency vehicle access during construction and, in addition, the project will not impede existing emergency access for adjacent or surrounding properties during construction or operation. Therefore, the impacts to emergency response and evacuation plans less than significant impact.</b></p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7h. Response:</b> (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, City of Riverside’s EOP, 2002 <a href="http://intranet/Portal/uploads/Riv_City_EOP_complete.pdf">http://intranet/Portal/uploads/Riv_City_EOP_complete.pdf</a>, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan) <b>The minor expansion of an existing roadway will not result in any increased fire hazards and will provide greater access for emergency responders. The site encompasses an area of vacant land covered predominantly with non-native grasses, riparian vegetation and some coastal sage scrub. The project does not propose any structures; therefore there is a less than significant impact.</b></p>				
<p><b>8. HYDROLOGY AND WATER QUALITY:</b></p>				
<p>Would the project:</p>				
<p>a. Violate any water quality standards or waste discharge requirements?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>8a. Response:</b> (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water, Hydrology Study for Hole Lake Prepared by Adkan Engineers, January 25, 2010) <b>The Hole Lake Dam/Crossing drains the southern portion of the City of Riverside and the watersheds of Prenda and Woodcrest Arroyos. This drainage area is approximately 10 square miles. The dam/crossing is characterized by a corrugated pipe culvert. Non-point source trash occurs from upstream sources in the drainage, thus reducing the ravine’s filtering capabilities. The project proposes to accommodate street runoff by directing street surface flows during storm events to these drainage facilities. The project proposes improvements to the Hole Lake Dam/Crossing by removing and replacing the existing Riverside County Flood Control and Water Conservation District (RCFD&amp;WCD) culvert and adding another pipe culvert to convey additional flows. Impacts to water quality would range over three periods: 1) during earthwork and construction phase, when the potential for erosion, siltation and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase. Federal water quality objectives are dictated by section 303(d) of the Clean Water Act (CWA) and the U.S. Environmental Protection Agency (EPA) water quality planning and management regulations, which require states to identify waters that do not meet, or are expected to meet, water quality standards, even after technology based or other required controls are in place. The Hole Lake Dam/Crossing is not 303(d) listed but the Santa Ana River, downstream of the Hole Lake Dam/Crossing is 303(d) listed for pathogens. Therefore, the project during all stages of</b></p>				



<p>construction would be required to clean first flush waters for pathogens and any other potential pollutants (MM HYD 1). The proposed project would result in disturbance of soil that would require compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities. This Statewide General Permit regulates discharges from construction sites that disturb one or more acres of soil. Compliance with Water Quality requirements by preparing a site specific Water Quality Management Plan and the Statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activities, which includes MM HYD 1, would mitigate the project to a less than significant impact.</p>				
<p>b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8b. Response:</b> (Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU Map of Water Supply Basins, RPU Urban Water Management Plan) A portion of the project lies within the Arlington Water Supply Basin. The City has wells in this basin but presently does not produce domestic water from this basin. The General Plan 2025 Program Final PEIR determined that implementation of the General Plan 2025 Program would 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. As a result, impacts to groundwater due to implementation of the General Plan 2025 Program were found to be less than significant. Because this proposed project serves to implement, and is consistent with the General Plan 2025 Program, impacts to groundwater supplies and recharge are less than significant impact directly, indirectly and cumulatively.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8c. Response:</b> (Source: Preliminary grading plan, and Project Specific – Hydrology Study for Hole Lake Prepared by Adkan Engineers, January 25, 2010) Although the project would increase the impervious area by 87,014.5 square feet, the overall impact this represents to the Santa Ana Watershed is less than significant. This increase in runoff generated by the proposed project is considered insignificant and would not result in potential impacts. Additionally, storm water runoff from the project site drains to engineered facilities which reduce erosion potential. The project is subject to NPDES requirements and is subject to preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) for the prevention of runoff during construction. Therefore, the project will have a less than significant impact with mitigation directly, indirectly or cumulatively to existing drainage patterns.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8d. Response:</b> (Source: Preliminary grading plan, and Project Specific – Hydrology Study for Hole Lake Prepared by Adkan Engineers, January 25, 2010) See responses 8a and 8c above. In addition, as previously indicated, the project would increase the impervious area by a negligible amount. This increase in runoff generated by the proposed project is considered insignificant and would not result in potential impacts. Additionally, storm water runoff from the project site drains to engineered facilities which reduce erosion potential. As a result, project implementation would not alter the existing drainage pattern of the area, as the graded roadway currently exists. No resulting substantial erosion or siltation on-site or in the project vicinity is anticipated. Therefore the impacts will be less than significant.</p>				



e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>8e. Response:</b> <i>(Source: Preliminary Grading Plan, and Project Specific – Hydrology Study for Hole Lake Prepared by Adkan Engineers, January 25, 2010)</i> <b>See responses 8a and 8c above. In addition, as previously indicated, the project would increase the impervious area by a negligible amount. This increase in runoff generated by the proposed project is considered insignificant and would not result in potential impacts. Additionally, storm water runoff from the project site drains to engineered facilities which prevent erosion. As a result, project implementation would not significantly alter the existing drainage pattern of the area, as the graded roadway currently exists. As the extended road was included in the preparation of the City General Plan 2025 and the impacts of the project were considered under that plan, no resulting substantial erosion or siltation on-site or in the project vicinity is anticipated. All drainage improvements shall be consistent with the requirements of the City of Riverside’s Public Works Department and the RCFC &amp; WCD (in regard to RCFC &amp; WCD facilities). Therefore, less than significant impacts would occur in this regard.</b>				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>8f. Response:</b> <i>(Source: Preliminary Grading Plan, and Project Specific – Hydrology Study for Hole Lake Prepared by Adkan Engineers, January 25, 2010)</i> <b>As previously indicated, the project proposes to accommodate street runoff by directing street surface flows during storm events to drainage facilities. The project proposes improvements to the Hole Lake Dam/Crossing by removing and replacing the existing RCFC &amp; WCD culvert and adding and another pipe culvert to convey additional flows. Impacts to water quality would range over three periods: 1) during earthwork and construction phase, when the potential for erosion, siltation and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase. Federal water quality objectives are dictated by section 303(d) of the Clean Water Act (CWA) and the U.S. Environmental Protection Agency (EPA) water quality planning and management regulations, which require states to identify waters that do not meet, or are expected to meet, water quality standards, even after technology based or other required controls are in place. The Hole Lake Dam/Crossing is not 303(d) listed but the Santa Ana River, downstream of the Hole Lake Dam/Crossing is 303(d) listed for pathogens. Therefore, the project would be required to clean first flush waters for pathogens and any other potential pollutants. The proposed project would result in disturbance of soil that would require compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities. This Statewide General Permit regulates discharges from construction sites that disturb one or more acres of soil. Compliance with Water Quality requirements by preparing a site specific Water Quality Management Plan and the Statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activities would mitigate the project to a less than significant impact (MM HYD 1).</b>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8g. Response:</b> <i>(Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas and FEMA Flood Hazard Maps None Panel No. 06065C0705G)</i> <b>The proposed project does not involve the construction of any housing and does not lie within a flood zone.</b>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8h. Response:</b> <i>(Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps None Panel No. 06065C0705G)</i> <b>The proposed project does not involve the construction of any structures except the actual placement of an additional storm drain culvert and the actual roadway. The project site is not within a flood hazard zone, as it is designated by FEMA as Zone “x”. Therefore, there is no impact.</b>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**8i. Response:** (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps None Panel No. 06065C0705G)  
**The project itself involves the re-construction of the earth-filled culvert, once referred to as an actual dam. The project proposes to increase the culvert drainage area by doubling it in size and therefore allowing a larger amount of storm flows through the crossing area, lessening the potential for back-up. Minor entrapment of debris could occur as a result of construction of the temporary construction basin, temporary low-flow pipes and construction of temporary falsework bridge. However, this condition would be short-term in nature and coordinated with the applicable agencies to ensure proper placement of basins and the falsework bridge. Therefore, there is a less than significant impact.**

j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**8j. Response:** (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)  
**There is no risk of seiche or tsunami in the project area. The proposed project is not situated on a hillside area subject to inundation by mudflow.**

**9. LAND USE AND PLANNING:**

Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**9a. Response:** (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)  
**The project encompasses improvements to an existing improved roadway and a graded road. This project alignment is fixed within a community and therefore will not create a new division within an established community but rather provide transportation opportunities, including bicycle paths to connect communities, therefore, there is no impact.**

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 type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**9b. Response:** (Source: General Plan 2025, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)  
**Although the project is located within the boundaries of the MSHCP and the RCALUCP it has been designed to be consistent with these plans (see Responses 4 a-c, 7 e-f and 11 e-f). As well, the project is consistent with the General Plan 2025 and is not of Statewide, Regional or Areawide Significance. As such, this project will not conflict with other applicable land use plans, policies or regulations. Therefore there is no impact.**

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**9c. Response:** (Source: MSHCP, General Plan 2025 – Figures OS-6 to OS-8 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), MSHCP Core Reserves and Linkage and MSHCP Cell Areas)  
**See Response to 4a through 4f above. The project site is located within the boundaries of an adopted habitat conservation plan (MSHCP) but is not within any core reserve area or criteria cell. It is also not in conflict with any provisions therein. Therefore, there will not be any impact.**

**10. 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"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**10a. Response:** (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)  
**The project does not involve extraction of mineral resources. No mineral resources have been identified on the project site and there is no historical use of the site or surrounding area for mineral extraction purposes.**



<p><b>The project site is not, nor is it adjacent to, a locally important mineral resource recovery site delineated in the City's General Plan 2025. There is no evidence that the project will result in a significant adverse impact on mineral resources and therefore there is no impact.</b></p>				
<p>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10b. Response:</b> <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i> See Response 10a.</p>				
<p><b>11. NOISE:</b></p>				
<p>Would the project result in:</p>				
<p>a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>11a. Response:</b> <i>(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, Figure N-10 – Noise/Land Use 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 Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, Project Noise Assessment – Jurupa Avenue Extension – Phase II, dated August 2009)</i></p> <p><b>The earlier analysis in the 2001 Mitigated Negative Declaration for Jurupa Avenue Extension adopted March 6, 2001 found noise impacts to be less than significant. The project area is located in an area impacted by noise from Van Buren Boulevard, considered to be one of those roadways which potentially carries enough traffic to cause elevated noise levels at peak times of the day and the Riverside Municipal Airport. According to a noise study prepared by the City of Riverside Public Works Department for the entire Jurupa Avenue extension in 2000, this phase of the project area potentially generated noise impacts that could increase by 4.1 decibels or to a level of 69.1 decibels by the year 2010. Therefore, mitigation was implemented for projects constructed along proposed Jurupa Avenue extension and as indicated in the 2001 earlier analysis of the project, based on those mitigation the following statements for the project remain true, and thus, reduce the impacts to less than significant:</b></p> <ol style="list-style-type: none"> <li>1. The extension of Jurupa Avenue has been planned for years and mitigation for the project was incorporated into the plans for the existing subdivisions.</li> <li>2. Adjoining residential properties do not front on Jurupa Avenue in this area. The existing back-up lot treatment improvements included noise attenuating features such as landscaping and block walls adjacent to the area.</li> <li>3. The insulation measures used in the construction of the nearby residential homes are sufficient to achieve an interior noise level of 45 decibels or below.</li> <li>4. The estimated future noise levels still fall within an acceptable range as established by the General Plan.</li> </ol> <p><b>Thus, based on the findings of the earlier analysis in the 2001 Mitigated Negative Declaration for Jurupa Avenue Extension adopted on March 6, 2001, and based on the fact that the Jurupa Avenue extension is included in the General Plan 2025 analysis as well as in the planning of the existing residential neighborhoods, the project's noise impacts will be less than significant.</b></p> <p><b>As to construction noise, any impacts will be temporary in nature. The project will comply with standards and requirements of Title 7 of the Riverside Municipal Code (MM NOISE 1) to reduce any construction related impacts. Further, all construction equipment shall be staged as far away from residential structures as possible to reduce any construction noise impacts(MM NOISE 2).</b></p> <p><b>With the implementation of MM NOISE 1 and 2 noise impacts will be less than significant.</b></p>				
<p>b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>11b. Response:</b> <i>(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-8</i></p>				



– Riverside and Flabob Airport Noise Contours, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, Project Noise Assessment – Jurupa Avenue Extension – Phase II, dated August 2009)

The adjacent, existing, residential neighborhood has been subjected to traffic on Jurupa Avenue for several years which traffic is typical of residential traffic. Although the traffic counts will rise, due to the Jurupa Avenue being a through street, the types of vehicles are not anticipated to change, and therefore, the sensitive receptors will not be subject to long-term, excessive ground-borne vibration.

Construction activities, however, have the potential to create short-term ground-borne vibration. Typically ground-borne vibration generated by man-made activities attenuates rapidly as distance from the source of the vibration increases. In a Project Noise Assessment prepared by Adkan Engineers, August 2009, it was found that although, the vibratory roller has a potential to create substantial vibration on a construction site; in this case, if a roller is utilized it will be used over 300 feet from residential receptors and therefore the impact is less than significant. Street construction immediately adjacent to the existing residences, however has the potential for short-term construction-related vibration levels from bulldozers that would result in potential residential annoyance at the closest existing residences. However, this annoyance is approximately equivalent to rail traffic at a 50 foot distance and is limited to short infrequent periods when the bulldozer is directly adjacent to the curb behind a residence. The time spent in this upper range is limited to a matter of minutes, affecting only the 17 homes sharing a rear property line with the Jurupa Avenue right-of-way and will occur during the daylight hours. Compliance with mitigation measures NOISE 1 -5 will ensure the impacts of the project are less than significant.

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"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**11c. Response:** (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-10 – Noise/Land Use 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 Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001, Project Noise Assessment – Jurupa Avenue Extension – Phase II, dated August 2009)

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas of conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria in the City’s Noise Element of the General Plan 2025 and the Riverside Municipal Code, Title 7. Noise levels immediately adjacent to the project area are anticipated to increase slightly as a result of the roadway extension. Where the existing roadway is improved and has local current traffic, that area will see some increase of local-through traffic with the extension. Where the project site currently is a graded roadway, negligible traffic currently utilizes the road and therefore with the completion of the project that area will see an increase in noise levels. But as previously mentioned, the project area is located in an area impacted by noise from Van Buren Boulevard, considered to be one of those roadways which potentially carries enough traffic to cause elevated noise levels at peak times of the day and it is also impacted by noise from the Riverside Municipal Airport at a 60 CNEL. However, the level of ambient noise does not exceed the levels deemed acceptable in Title 7 and General Plan 2025. As well, the roadway extension was considered in the analysis of the General Plan 2025. Therefore, the increase in ambient noise from the project is considered less than significant.

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

**11d. Response:** (FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions Report)

Short-term noise impacts would be associated with the excavation and grading on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area today but the noise level would decrease once project construction is completed.



Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would increase noise levels incrementally on site access roads. It is anticipated that there will be a single-event noise exposure potential at a maximum level of 74 dBA Lmax with assessment of passing pavers at 50 ft. However, the projected construction traffic will be minimal when compared to the existing traffic volumes on Jurupa Avenue and Van Buren Boulevard and the noise associated with Riverside Municipal Airport. Therefore, short-term construction-related worker commutes and equipment transport noise impacts would not be substantial. Construction of the proposed project would generate short-term increases in nearby ambient noise levels. However with the implementation of MM NOISE 1 and 2, impacts will be less than significant.

The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on site. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses.

However, due to the nature and location of the project this impact will be mitigated by requiring the contractor to fully comply with the City's Noise Ordinance, (Title 7), including limited hours and days of operation, and by requiring that all construction equipment be maintained in efficient operating condition (MM NOISE 1) The Project Contractor shall place all stationary construction equipment such that emitted noise is directed away from residential areas, and shall locate stockpiling and construction vehicle staging areas as far away as practical from residential receptors during construction activities (MM NOISE 2). With the implementation of MM NOISE 1 and 2, impacts associated with ambient noise levels will be less than significant.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**11e. Response:** (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-10 – Noise/Land Use Compatibility Criteria, RCALUCP, and Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)

The project is located in the Inner Approach Departure Zone and the Extended Approach Departure Zone of the Riverside Municipal Airport, and within two miles of the Riverside Municipal Airport. As the project involves the extension of an existing roadway and the fact that the project area is located in an area impacted by noise from Van Buren Boulevard, considered to be one of the roadways which potentially carries enough traffic to cause elevated noise levels at peak times of the day, and is located near the Riverside Municipal Airport, and that the roadway extension was considered in the analysis of the General Plan 2025, the project would not expose people to excessive noise levels. Therefore, the impact will be less than significant.

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"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**11f. Response:** (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas and RCALUCP)

The project is located in the Inner Approach Departure Zone and the Extended Approach Departure Zone of the Riverside Municipal Airport. It is not located in the vicinity of a private airstrip. Therefore, there will be no impact.

## 12. 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)?

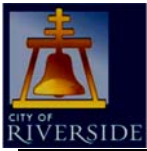
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**12a. Response:** (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG





<p><i>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 &amp; RTP, and Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</i></p> <p><b>The earlier analysis in the 2001 Mitigated Negative Declaration for Jurupa Avenue Extension; adopted March 6, 2001 found no impact as to population and housing growth as the project was consistent with the General Plan. The General Plan 2025 also includes this street extension within the analysis and as such, the project will have no direct impact on population or housing growth, or potential to cause any such growth either during construction, or as a result of its operation. Therefore there is no impact to population growth for this project.</b></p>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>12b. Response: :</b> <i>(Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP &amp; RTP)</i></p> <p><b>This project is merely the extension of a planned street as analyzed in the General Plan 2025. It will not affect any existing homes. Therefore, the project will not result in the loss of any housing.</b></p>				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>12c. Response: :</b> <i>(Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP &amp; RTP)</i></p> <p><b>This project is merely the extension of a planned street as analyzed in the General Plan 2025. It will not affect any existing homes. Therefore, the project will not result in the displacement of people requiring replacement housing and thus, no impact.</b></p>				
<b>13. PUBLIC SERVICES</b>				
<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><b>13a. Response:</b> <i>(Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</i></p> <p><b>The project will not result in any significant changes in local population, and as such will have no negative impact on fire protection services within the area. Fire services should improve as a result of project operations.</b></p>				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13b. Response:</b> <i>(Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)</i></p> <p><b>The project will not result in any significant changes in local population, and as such will have no negative impact on police protection services within the area. Police services should improve as a result of project operations.</b></p>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13c. Response:</b> <i>(Source: FPEIR Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, and Table 5.13-G – Student Generation for RUSD and AUSD By Education Level)</i></p> <p><b>The project will not result in any significant changes in local population, and as such will have no negative impact on school services within the area.</b></p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**13d. 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)  
**The project will not result in any significant changes in local population, and as such will have no negative impact on park services within the area.**

e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
-----------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

**13e. 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)  
**As a street extension project, once completed the roadway will be accepted by the City of Riverside’s Public Works Department for maintenance. This small addition to the maintenance pool is not considered significant and the project will not significantly impact other services.**

**14. 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"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**14a. 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)  
**The project will not result in any intensification of land use and therefore no additional demand for neighborhood parks, regional parks or other recreational facilities will be created by the project.**

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"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**14b. Response:** (Source: General Plan 2025 Figure PR-1 – Parks, Open Space and Trails )  
**The proposed project will have a beneficial impact on existing recreational opportunities and trails as a class I bike path is planned to be constructed with this project. This path will connect to the existing Santa Ana River Bike Trail, creating a master planned link. Further, a horse trail is planned, adjacent to the bike path segment. Therefore, there is no impact to recreational facilities.**

**15. TRANSPORTATION/TRAFFIC**

Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

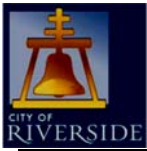
**15a. Response:** (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR, Appendix H – Buildout Typical Density Forecasted ADT’s (Typical 2025), Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025, FPEIR, Appendix H – Buildout Typical Density Forecasted ADT’s (with Existing 2003), Project Specific Traffic Impact Analysis prepared by Urban Crossroads for the Riverside Gateway Partnership Commercial Development, June 2002, EP-007-001, Notice of Determination & Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)  
**The proposed project is an extension of Jurupa Avenue, a four-lane roadway, from Bradford Street to approximately 767 feet east of Bradford Street. The Jurupa Avenue extension was accounted for in the City of Riverside’s General Plan 2025 and the General Plan 2025 Program PEIR where it was noted that the buildout of the Master Plan of roadways will relieve traffic congestion on east/west arterials in the area, namely Arlington Avenue. However the project does have the potential to increase traffic in the project vicinity as it is designed to connect an isolated segment of Jurupa Avenue to the remainder of the street for**



<p>use, primarily, by local residents. The City of Riverside’s General Plan 2025 approximates an average daily traffic of 19,300 vehicles per day (vpd), in ultimate, typical buildout scenario. In 2001 the City of Riverside Public Works Department prepared an analysis that indicated approximately 8,000 to 10,000 vpd are expected to use the new roadway immediately after construction. The 110 foot wide-four lane arterial highway has an anticipated capacity value of 33,000 vpd and a volume to capacity ratio of 0.47 in the project area. This designated ratio indicates that those future roadway volumes are not anticipated to exceed daily capacities. This project is not expected to result in an overall increase in vehicle trips within the area. Rather, the constructed street is expected to accommodate traffic generated by the same residents currently utilizing other streets and arterials for ingress and egress to their general area. The proposed roadway extension is expected to safely and efficiently convey this traffic relieving congestion on nearby City streets and therefore the impact is less than significant.</p>				
<p>b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>15b. Response:</b> (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR, Appendix H – Buildout Typical Density Forecasted ADT’s (Typical 2025), Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025, FPEIR, Appendix H – Buildout Typical Density Forecasted ADT’s (with Existing 2003), Project Specific Traffic Impact Analysis prepared by Urban Crossroads for the Riverside Gateway Partnership Commercial Development, June 2002, Notice of Determination &amp; Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</p> <p>Given the scope and nature of the proposed project, the roadway extension will result in an increase in traffic in the immediate area, as the proposed street does not exist on a portion of the project site. The project will modify the existing Van Buren Boulevard/Jurupa Avenue intersection from a three-way to a four-way intersection. This will result in the improvement to the level of service (LOS) of the intersection. Each of the roads is expected to operate at an acceptable level of service with the addition of project construction traffic (i.e., operation at LOS D or better according to the City of Riverside General Plan 2025 for the area where the proposed project would be located) and therefore the impact is less than significant. Refer to Response 15(a).</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>15c. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas Notice of Determination &amp; Initial Study, Mitigated Negative Declaration for Jurupa Avenue Extension, adopted March 6, 2001)</p> <p>The project is located in the Inner Approach Departure Zone and the Extended Approach Departure Zone of the Riverside Municipal Airport. The project is a roadway improvement, the completion of which will not impact aircraft operations. New street lights will be hooded to prevent light spillage into the air and lighting plans will be subject to review by the Riverside Municipal Airport Director. The project was reviewed by the Riverside County Airport Land Use Commission (ALUC) and approved with conditions in 2001. The Public Works Department is responsible for satisfying the ALUC conditions of approval. Also, the contractor will be required to file for FAA Rule 77 if construction equipment height level exceeds or encroaches into flight paths depending upon its’ distance to the runway (slope ratio = 100:1) (MM TRANS 1). With the implementation of MM TRANS 1 the impacts to air traffic patterns will be less than significant.</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><b>15d. Response:</b> (Source: Project Site Plans, Lane Striping and Signing Plans Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR, Appendix H)</p> <p>The project is expected to improve traffic circulation and safety by completing a planned circulation link. There are no hazardous design features planned and the increase in traffic levels has been planned for as described in Response 4.15(a).</p>				
<p>e. Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15e. Response:</b> (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</p> <p>The project is expected to result in improvements to emergency access and response time. The addition of</p>				



<p>another access point to and from existing residential neighborhoods will allow an improved level of emergency service for the immediate area.</p>				
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15f. Response:</b> <i>(Source: Chapter 19.580 of the Zoning Code)</i>  <b>In that the project will be creating and improving a roadway, no parking, either off or on street will be affected. Thus, the project will not result in the loss of any parking and, therefore, there is no impact.</b></p>				
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>15g. Response:</b> <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>  <b>Following implementation of the project, which includes new recreational trails and sidewalks on both sides of Jurupa Avenue, bicycle and pedestrian circulation will be improved by providing a wide, safe street section. The project will also result in a safe and efficient, improved connection to existing through lanes of traffic, limiting turning movements by constructing a median, all of which leads to a safe environment for bicyclists and pedestrians. During construction detours and warning signs will be implemented for pedestrians and bicyclists indicating the location for temporary facilities. Therefore, the impact will be less than significant.</b></p>				
<b>16. UTILITIES AND SYSTEM SERVICES</b>				
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><b>16a. Response:</b> <i>(Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map)</i>  <b>The project will not result in any intensification of land use and therefore no additional demand for wastewater treatment will be created by the project.</b></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><b>16b. Response:</b> <i>(Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure.)</i>  <b>Installation of a master planned, 16-inch diameter potable waterline is proposed with the project. A 12-inch reclaimed waterline is also proposed with the project. The waterlines will be contained in the street right-of-way and will be constructed with the project. However, the project will not result in any intensification of land use and therefore no additional demand for utility services will be created by the project. Therefore, the project will not have an impact on water or wastewater treatment facilities.</b></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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>16c. Response:</b> <i>(Source: FPEIR Figure 5.16-2 - Drainage Facilities)</i>  <b>The project site is located in an urbanized area and exhibits a natural drainage channel on-site. The project includes accommodating street runoff by directing street surface flows during storm events to drainage facilities. The project also includes improvements to the Hole Lake Dam/Crossing by removing and replacing the existing RCFC &amp; WCD culvert and adding another pipe culvert to convey additional flows. As noted in the project Biological Assessment the project will have plant community impacts (some of which will be as a result of the placement of the proposed storm drain culvert) as follows: 0.05 acres of cattails, 0.21 acres of mule fat scrub and 0.22 acres of degraded Riversidean Sage Scrub/non-native grassland mix. Southern willow scrub will be avoided. Mitigation for these impacts will consist of onsite revegetation of disturbed areas with similar habitat. The project will impact 0.37 acres of CDFG jurisdictional areas and</b></p>				

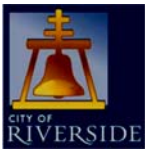


<p><b>0.11 acres of permanent impacts to U.S. Army Corps of Engineers (USACE) jurisdictional areas (0.01 acres of temporary impacts). Prior to impacting jurisdictional areas, the City will obtain a Streambed Alteration Agreement from the California Department of Fish and Game (CDFG). In addition, a Water Quality Certification from the SARWQCB will be required, and notification to the U.S. Army Corps of Engineers in accordance with State and Federal regulations will also be required (see MM BIO 1 -3). With the implementation of MM BIO 1 – 3, there will be a less than significant impact to storm drain facilities.</b></p>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16d. Response:</b> (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025)  <b>The project will not result in any intensification of land use and therefore no additional demand for utility services will be created by the project. Installation of a master planned, 16-inch diameter potable waterline is proposed with the project. A 12-inch reclaimed waterline is also proposed with the project. The waterlines will be contained in the street right-of-way and will be constructed with the project. Therefore there is no impact.</b></p>				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16e. Response:</b> (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map)  <b>The project will not result in any intensification of land use and therefore no additional demand for wastewater treatment will be created by the project, and thus, no impact.</b></p>				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16f. Response:</b> (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)  <b>The project will not result in any intensification of land use and therefore no additional demand for solid waste will be created by the project and thus, no impact</b></p>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16g. Response:</b> (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)  <b>The project will not result in any intensification of land use and therefore no additional demand for solid waste will be created by the project and thus, no impact.</b></p>				
<p><b>17. MANDATORY FINDINGS OF SIGNIFICANCE</b></p>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>17a. Response:</b> (Source: 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 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl MSHCP Section 6.3.2 Habitat Assessment prepared by Victor Horchar September 10 2009, 2010 Post-Fire Mitigation Expectations for the Jurupa Extension Project, Riverside, California prepared by Victor Horchar, February 8, 2010, Biological Technical Report for the Jurupa Avenue Extension by RECON, dated August 7, 2000, Results of Presence/Absence Surveys for Least Bell’s Vireo by Gilberto Ruiz, August 13, 2009, Post Survey Notification – Focused Survey Results for the Least Bell’s Vireo &amp; Costal California Gnatcatcher on the Jurupa Avenue Road Extension Project by RECON, dated August 8, 2000, Agreement Regarding Proposed Stream or Lake Alteration – State Department of Fish and Game, effective January 29, 2004-June 30, 2005, FPEIR Table 5.5-A</p>				



<p><i>Historical Districts and Neighborhood Conservation Areas, Title 20 of the Riverside Municipal Code, and Phase I Project Cultural Resources Investigation – McKenna et. al. – April 16, 2009, and Cultural Resources Survey by RECON, dated May 19, 2000) See detailed responses in Sections 4 (Biological Resources) While the project will not reduce the quality of habitat or reduce or eliminate any species or habitat, it will have an impact on riparian vegetation. However, with the implementation of MM BIO 1-3, any impacts to such vegetation will be less than significant. Likewise, MM BIO 4 and 5 will ensure that there will be a less than significant impact to animal species.</i></p>				
<p>b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17b. Response:</b>  <b>The proposed roadway extension was included in the analysis, design and construction of the ‘past’ residential projects which would be impacted by the completion of this project. Future projects have been included in the project design and evaluation, as well as the City’s General Plan 2025 anticipated this project. This project ‘institutes’ a completion of a cumulative project area. This project will achieve long-term goals by completing a General Planned arterial, providing much needed circulation and safety for the area.</b></p>				
<p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17c. Response:</b>  <b>This project will not directly or indirectly cause substantial environmental effects on human beings. This project was contemplated under the General Plan 2025. With the completion of this project, air quality and traffic in the area will improve since the new roadway will elevate congestion and major intersections. Therefore, the environmental impacts, directly or indirectly will be less than significant.</b></p>				

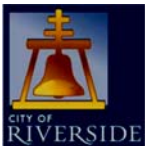
**Note:** Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151, Public Resources Code; Sundstrom v. County of Mendocino, 202 Cal.App.3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal.App.3d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



**4.0 Staff Recommended Mitigation Measures**

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<b>Aesthetics</b>	<p><b>MM AES 1:</b> To reduce impacts of temporary visual changes as a result of construction activities:</p> <ul style="list-style-type: none"> <li>• Store features such as fill materials in areas with the least amount of visibility</li> <li>• Replant all disturbed areas, including cut and fill slopes, as soon as possible following disturbance. Hydroseed all locations with exposed soil and steep slopes with native grasses to prevent soil erosion, reduce water pollution, and help preserve the existing landscape character.</li> <li>• Locate construction staging areas where they are least visible from streets and residential neighborhoods.</li> </ul>	<p>Prior to Grading Permit Issuance</p> <p>During Grading Operations</p>	<p>Public Works</p>	<p>Grading Plan, Construction Plans, SWPPP</p>

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



Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<b>Air Quality</b>	<p><b>MM AIR 1:</b> To mitigate for potential adverse impacts resulting from construction activities, development projects must abide by the SCAQMD's Rule 403 concerning Best Management Practices for construction sites in order to reduce emissions during the construction phase. Measures to include:</p> <ul style="list-style-type: none"> <li>• Development of a construction traffic management program that includes, but is not limited to, rerouting construction related traffic off congested streets, consolidating truck deliveries, and providing temporary dedicated turn lanes for movement of construction traffic to and from site;</li> <li>• Sweep streets at the end of the day if visible soil material is carried onto adjacent paved public roads;</li> <li>• Wash off trucks and other equipment @ indicated wash areas before leaving the site;</li> <li>• Replace ground cover in disturbed areas immediately after construction;</li> <li>• Keep disturbed/loose soil moist at all times;</li> <li>• Suspend all grading activities when wind speeds exceed 25 miles per hour;</li> <li>• Enforce a 15 mile per hour speed limit on unpaved portions of the construction site.</li> </ul>	<p>Issuance of grading permit,          Throughout construction,          Traffic Control Plans shall be submitted with the project grading plans</p>	<p>Public Works</p>	<p>Construction Inspection,          SWPPP</p>
	<p><b>MM AIR 2:</b> To reduce NO<sub>x</sub> during construction activities, the contractor shall:</p> <ul style="list-style-type: none"> <li>• Use diesel equipment or diesel vehicles with engines built in 1996 or later;</li> <li>• Restrict idling of construction equipment to 10 minutes;</li> <li>• Use electricity from power poles rather than temporary diesel or gasoline power generators;</li> </ul>	<p>Issuance of grading permit,          Throughout construction,          Traffic Control Plans shall be submitted with the project grading plans</p>	<p>Public Works          Inspections</p>	<p>Proof of power source to be provided from City PU,          Construction Inspection,          SWPPP</p>

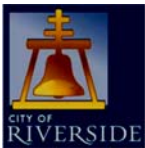




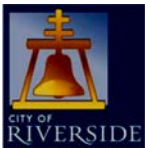
Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<ul style="list-style-type: none"> <li>Configure construction parking to minimize traffic interference; and</li> <li>Provide traffic controls, such as a flag person, during all phases of construction to maintain a smooth traffic flow.</li> </ul>			
	<p><b>MM AIR 3: To reduce construction related particulate matter the following measures shall be required:</b></p> <ul style="list-style-type: none"> <li>The generation of dust shall be controlled as required by the AQMD; grading activities shall cease during periods of high winds (greater than 25 mph);</li> <li>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;</li> <li>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; and</li> <li>A stabilized construction entrance shall be place at all project construction entrances</li> </ul>	<p>Prior to issuance of construction permit.</p> <p>The plan for traffic control shall be submitted with the grading plans</p>	Public Works	Construction Inspection, SWPPP
<b>Biological Resources</b>	<p><b>MM BIO 1:</b></p> <ul style="list-style-type: none"> <li>The Public Works Department shall obtain the approval of all federal, state and local agencies having jurisdiction over the Hole Lake Dam Crossing.</li> </ul>	Site-Specific Environmental Review and/or prior to the issuance of a grading permit.	Public Works	Compliance with Project Conditions of Approval



Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p><b>MM BIO 2:</b></p> <ul style="list-style-type: none"> <li>Impacts to wetland habitats shall be mitigated through negotiations with the United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) using the following impact data: 1) USACE permanent wetland impacts will be 0.11 acres of wetlands USACE temporary impacts covering 0.01 acres of wetlands; and 2) CDFG permanent impacts cover 0.37 acres of streambed. Mitigation minimums must include: 1) 0.11 acres of cattail; 2) 0.26 acres of mulefat scrub; and 3) 0.42 acres of adjacent Riversidean Sage Scrub.</li> </ul> <p>The success Criteria shall be 50% year 1, 60% year 2 and 70% year 3. Revegetation success monitoring two times per year for three years with annual reports shall be required. Annual reports must evaluate cover, density and diversity of each revegetated plant community. Additionally annual reports must identify remedial measures required as needed to increase the probability of successful revegetation.</p>	<p>Site-Specific Environmental Review and/or prior to the issuance of a grading permit.</p>	<p>Public Works USACE CDFG</p>	<p>Compliance with Project Conditions of Approval</p>
	<p><b>MM BIO 3:</b></p> <ul style="list-style-type: none"> <li>Impacts to jurisdictional waters of the United States shall be mitigated by obtaining a stream or lake alteration permit from the USACE, CDFG and a water quality certification from the Santa Ana Regional Water Quality Control Board (SARWQCB).</li> </ul>	<p>Site-Specific Environmental Review and/or prior to the issuance of a grading permit.</p>	<p>Public Works USACE CDFG SARWQCB</p>	<p>Compliance with Project Conditions of Approval, Agency Permit Issuance</p>
	<p><b>MM BIO 4:</b></p> <ul style="list-style-type: none"> <li>All grading and vegetation clearing activities within 500 feet of riparian habitat shall be conducted outside of the breeding season for the Least Bell's Vireo. If grading does occur during the breeding season, a qualified biological monitor shall be retained.</li> </ul>	<p>Site-Specific Environmental Review and/or prior to the issuance of a grading permit.</p>	<p>Public Works</p>	<p>Compliance with Project Conditions of Approval</p>



Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
	<p><b>MM BIO 5:</b></p> <ul style="list-style-type: none"> <li>Thirty days prior to construction for the project a Pre-Construction survey for the Burrowing Owl shall be completed.</li> </ul>	Site-Specific Environmental Review and/or prior to the issuance of a grading permit.	Public Works	Compliance with Project Conditions of Approval
<p><b>Cultural Resources</b></p>	<p><b>MM CULT 1:</b> Prior to construction, a qualified archeologist shall be retained to meet with the construction crew regarding the existing archeological sites and their need to avoid them. If buried archaeological resources are uncovered during construction, all work must be halted in the vicinity of the discovery until the archaeologist can visit the site of discovery and assess the significance and origin of the archaeological resource.</p> <ul style="list-style-type: none"> <li>A project paleontologist shall monitor during extensive excavations in and around the areas of older alluvium, to assist in the identification of any previously unidentified components of the site and proper recordation of these features.</li> </ul>	During Grading Activities	Planning Division	Construction Inspection
	<p><b>MM CULT 2:</b> During the compaction of fill while capping the bedrock milling station a qualified archaeologist shall be retained to monitor the first four feet of compaction to verify impacts to the bedrock milling station do not occur.</p> <ul style="list-style-type: none"> <li>Compaction of the first four feet of fill while capping the bedrock milling station shall be obtained using light equipment such as hand operated vibrating plates and rollers.</li> </ul>	During Grading Activities	Public Works	Construction Inspection



Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<b>Geology &amp; Soils</b>	<b>MM GEO 1:</b> The entire area of liquefaction potential will be excavated, removed and replaced with competent fill material. A Registered Geotechnical Engineer shall monitor the Grading operations to the satisfaction of the Department of Public Works.	Grading Permit Issuance	Public Works	Public Works Department, Construction Inspection, Geotechnical Engineering Field Reports
<b>Hazards and Hazardous Materials</b>	<b>MM HAZ 1:</b> The project involves the relocation of a 27" sanitary sewer line that will be temporarily suspended on a falsework bridge. The project contractor shall prepare a 'spill plan' to be utilized in the rare event of a spill emergency.	Spill plan to be submitted upon selection of Project Contractor and approved by the City PW Department prior to project construction commencement.	Public Works	Emergency Spill Plan
<b>Hydrology &amp; Water Quality</b>	<b>MM HYD 1:</b> The project is required to implement best management practices (BMP's) and eliminate storm water pollution caused by construction activities. A site specific SWPPP shall be prepared by the contractor and approved by the SARWQCB.	Prior to Grading permit issuance	Public Works  SARWQCB	Compliance with Project Conditions of Approval.
<b>Noise</b>	<b>MM NOISE 1:</b> On-site project construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and 8:00 a.m. to 5:00 p.m. on Saturdays. No on-site project construction shall be allowed at any hour on Sundays or federal holidays.	During Construction,	Public Works	Construction Inspection
	<b>MM NOISE 2:</b> To mitigate for temporary noise from construction activities the Project Contractor shall place all stationary construction equipment such that emitted noise is directed away from residential areas. In addition, the project contractor shall locate stockpiling and construction vehicle staging areas as far away as practical from residential receptors during construction activities.	During Construction,	Public Works	Construction Inspection



City of Riverside  
 Jurupa Avenue Extension  
 Initial Study/Environmental Checklist

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party <sup>1</sup>	Monitoring/Reporting Method
<b>Transportation/Traffic</b>	<b>MM TRANS 1:</b> The contractor will be required to file for FAA Rule 77 if construction equipment height level exceeds or encroaches into flight paths depending upon its' distance to the runway (slope = 100:1)	Site-Specific Environmental Review,	Public Works  Riverside Municipal Airport Director	Compliance with Project Conditions of Approval.