



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

DRAFT MITIGATED NEGATIVE DECLARATION

WARD: 4

1. **Case Number(s):** P20-0214 (General Plan Amendment), P20-0215 (Specific Plan Amendment), P20-0216 (Rezone), P20-0217 (Design Review), DP-2020-00073 (Variance)
2. **Project Title:** Harley-Davidson Addition (Phase 3)
3. **Hearing Date:** February 18, 2021
4. **Lead Agency:** City of Riverside
Community & Economic Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522
5. **Contact Person:** Judy Eguez, Associate Planner
Phone Number: (951) 826-3969
6. **Project Location:** 7688 Indiana Avenue, 7681 and 7691 Casa Blanca Street
7. **Project Applicant/Project Sponsor's Name and Address:**

<u>Owner</u> The Motorcycle Company 7688 Indiana Ave Riverside, CA 92504 (951) 785-0100	<u>Engineer</u> Adkan Engineers 6879 Airport Drive Riverside, CA 92504 (951) 688-0241
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8. **General Plan Designation:**
Existing: MDR - Medium Density Residential and CRC – Commercial Regional Center
Proposed: CRC Commercial Regional Center
9. **Zoning:**
Existing: R-1-7000 - Single Family Residential Zone; and CG – Commercial General Zone
Proposed: CG-S-2-X-25-SP - Commercial General, Building Stories (maximum of 2 stories), Building Setback (25 feet), and Specific Plan (Riverside Auto Center) Overlay Zones
10. **Description of Project:** The Motorcycle Company is proposing construction of an approximately 6,200 square foot single-story showroom/storage addition and the addition of 22 parking stalls. This will include approximately 12,000 square feet of land acquired from the adjacent residential lots to the south, located at 7691 and 7681 Casa Blanca Street. To facilitate the proposed storage facility and onsite uses, the project proposes a General Plan Amendment to change the land use designation of a portion of the parcels developed with single-family residences from MDR - Medium Density Residential to CRC – Commercial Regional Center and a Zoning Code Amendment from R-1-7000 – Single-Family Residential Zone to CG-S-2-X-25-SP - Commercial General, Building Stories (maximum of 2 stories), Building Setback (25 feet), and Specific Plan (Riverside Auto Center) Overlay Zone. The proposed project also includes a Specific Plan Amendment to include a portion of the lots located at 7681 and 7691 Casa Blanca Street into the boundaries of the Riverside Auto Center Specific Plan. Finally, the project is also requesting a variance to permit the rezoning of 12,000 square feet of residential property to commercial where the Specific Plan requires a minimum of 13,000 square feet.

The project includes the installation of storm water drainage system adequately sized to accommodate the additional drainage created by this project and redirects them to the basin located at the front of the dealership.

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

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Harley-Davidson Dealership and Single Family Residential	CRC – Commercial Regional Center; and MDR – Medium Density Residential	CG-S-2-X-25-SP – Commercial General, Building Stories (maximum of 2 story), Building Setback (25 feet) and Specific Plan (Riverside Auto Center) Overlay Zones; and R-1-7000 – Single Family Residential Zone
North	Auto dealerships and single-family residence.	CRC – Commercial Regional Center	CG-SP – Commercial General and Specific Plan (Riverside Auto Center) Overlay Zones; CG-S-2-X-25-SP – Commercial General, Building Stories (maximum of 2 story), Building Setback (25 feet) and Specific Plan (Riverside Auto Center) Overlay Zones; and R-1-7000 -SP – Single Family Residential Zone and Specific Plan (Riverside Auto Center) Overlay Zones
East	Vehicle repair shop, parking lot under construction, and single-family residence.	CRC – Commercial Regional Center; HDR – High Density Residential; and MDR – Medium Density Residential	CG-S-2-X-25-SP – Commercial General, Building Stories (maximum of 2 story), Building Setback (25 feet) and Specific Plan (Riverside Auto Center) Overlay Zones; and R-1-7000-Single Family Residential Zone
South	Single-family residences and Casa Blanca Head Start	MDR – Medium Density Residential	R-1-7000 – Single-Family Residential Zone
West	BMW Dealership and single-family residences	CRC – Commercial Regional Center; and MDR – Medium Density Residential	CG-S-2-X-25-SP – Commercial General, Building Stories (maximum of 2 story), Building Setback (25 feet) and Specific Plan (Riverside Auto Center) Overlay Zones; and R-1-7000 - Single Family Residential Zone

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

- Regional Water Quality Control Board (RWQCB), Santa Ana Region – National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- RWQCB, Santa Ana Region – Storm Water Pollution Prevention Plan (SWPPP)
- RWQCB, Santa Ana Region – 401 Water Quality Certification – Waste Discharge Requirement (WDR)

- d. South Coast Air Quality Management District (SCAQMD) – Dust Control Plan
- e. Riverside Airport Land Use Commission

13. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Per SB18 and AB 52, Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such project. On June 9, 2020 notices were sent via certified mail to 14 tribes identified by the Native America Heritage Commission in accordance with Government Code Section 65352.3 (SB 18). Agua Caliente Band of Cahuilla Indians and Soboba Band of Luiseño Indians requested consultation and as a result, mitigation measures (MM CUL-1 through MM CUL-4) will be applied to the project.

On June 4, 2020 the City of Riverside sent the required notices to the relative tribes though certified mail in accordance with Assembly Bill 52. The following Native American Tribes were notified: Morongo Band of Mission Indians, San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Pechanga Band of Luiseño Mission Indians, Soboba Band of Luiseño Indian, Rincon Band of Luiseño Indians, Morongo Band of Mission Indians, Cahuilla Band of Indians, San Manuel Band of Mission Indians, Agua Caliente Band of Cahuilla Indians. As a result of AB 52 consultation with interested tribes, mitigation measures (MM CUL-1 through MM CUL-4) will be applied to the project

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

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

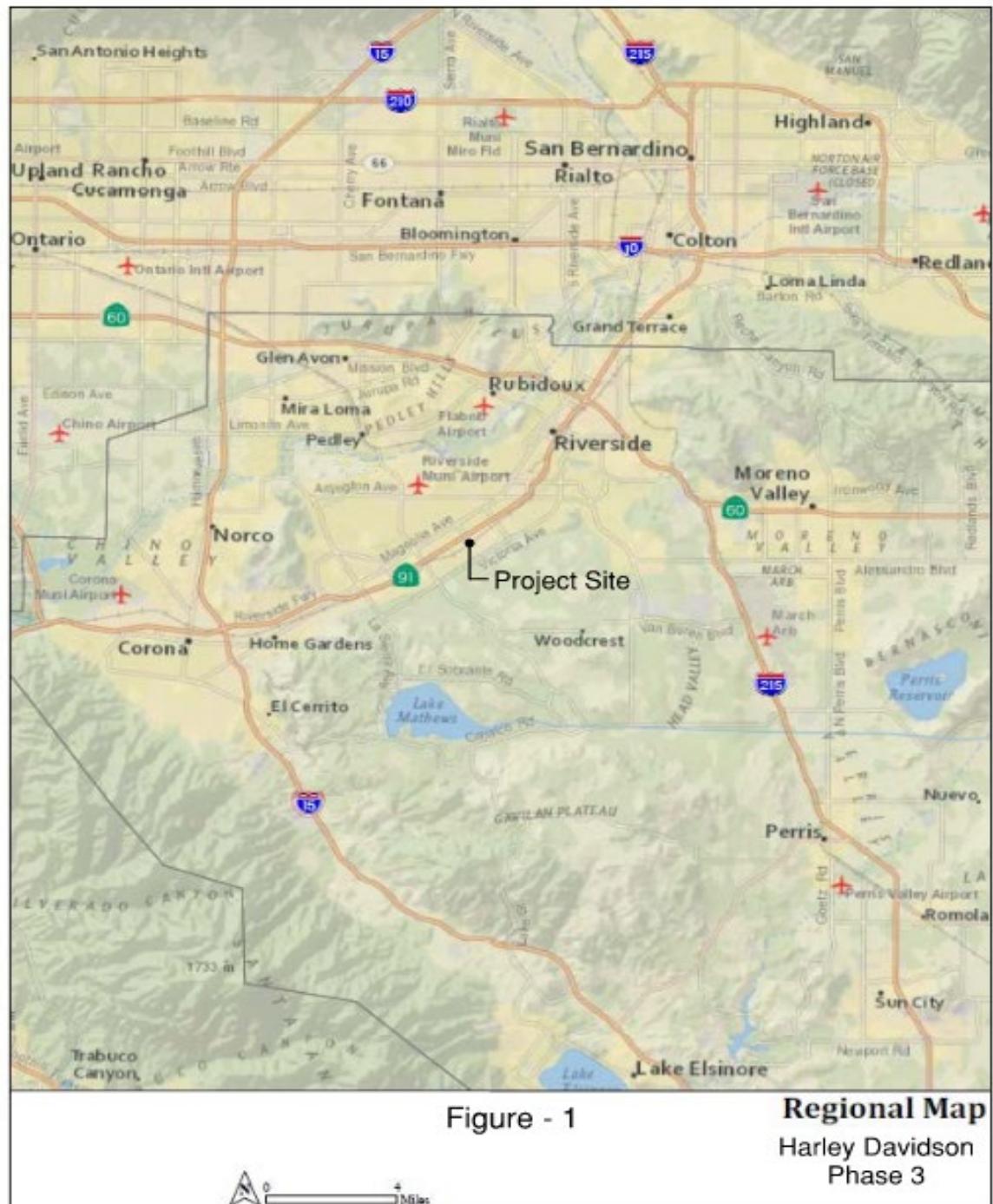
15. Acronyms

AICUZ -	Air Installation Compatible Use Zone Study
AQMP -	Air Quality Management Plan
AUSD -	Alvord Unified School District
CEQA -	California Environmental Quality Act
CMP -	Congestion Management Plan
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FPEIR -	GP 2025 Final Programmatic Environmental Impact Report
GIS -	Geographic Information System
GhG -	Green House Gas
GP 2025 -	General Plan 2025
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
MARB/MIP -	March Air Reserve Base/March Inland Port
MJPA-JLUS -	March Joint Powers Authority - Joint Land Use Study
MSHCP -	Multiple-Species Habitat Conservation Plan
MVUSD -	Moreno Valley Unified School District
NCCP -	Natural Communities Conservation Plan
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works, Riverside
RCALUC -	Riverside County Airport Land Use Commission
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RMC -	Riverside Municipal Code
RPD -	Riverside Police Department

RPU -	Riverside Public Utilities
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
RUSD -	Riverside Unified School District
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCH -	State Clearinghouse
SKR-HCP -	Stephens' Kangaroo Rat - Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
USGS -	United States Geologic Survey
WMWD -	Western Municipal Water District
WQMP -	Water Quality Management Plan

Appendix:

- A. Air Quality and Greenhouse Gas Emissions Technical Memorandum, Prepared by Vista Environmental, 7-3-2020
- B. Biological Report, Prepared by Gonzalez Environmental Consulting LLC, 4-24-2020
- C. Cultural Resources Assessment, Prepared by PaleoWest Archeology, 7-2-2020
- D. Noise Impact Analysis, Prepared by Vista Environmental, 7-15-2020
- E. Preliminary Soils Investigation and Infiltration Test Report, Prepared by Soil Exploration Company Inc. 2-7-2017





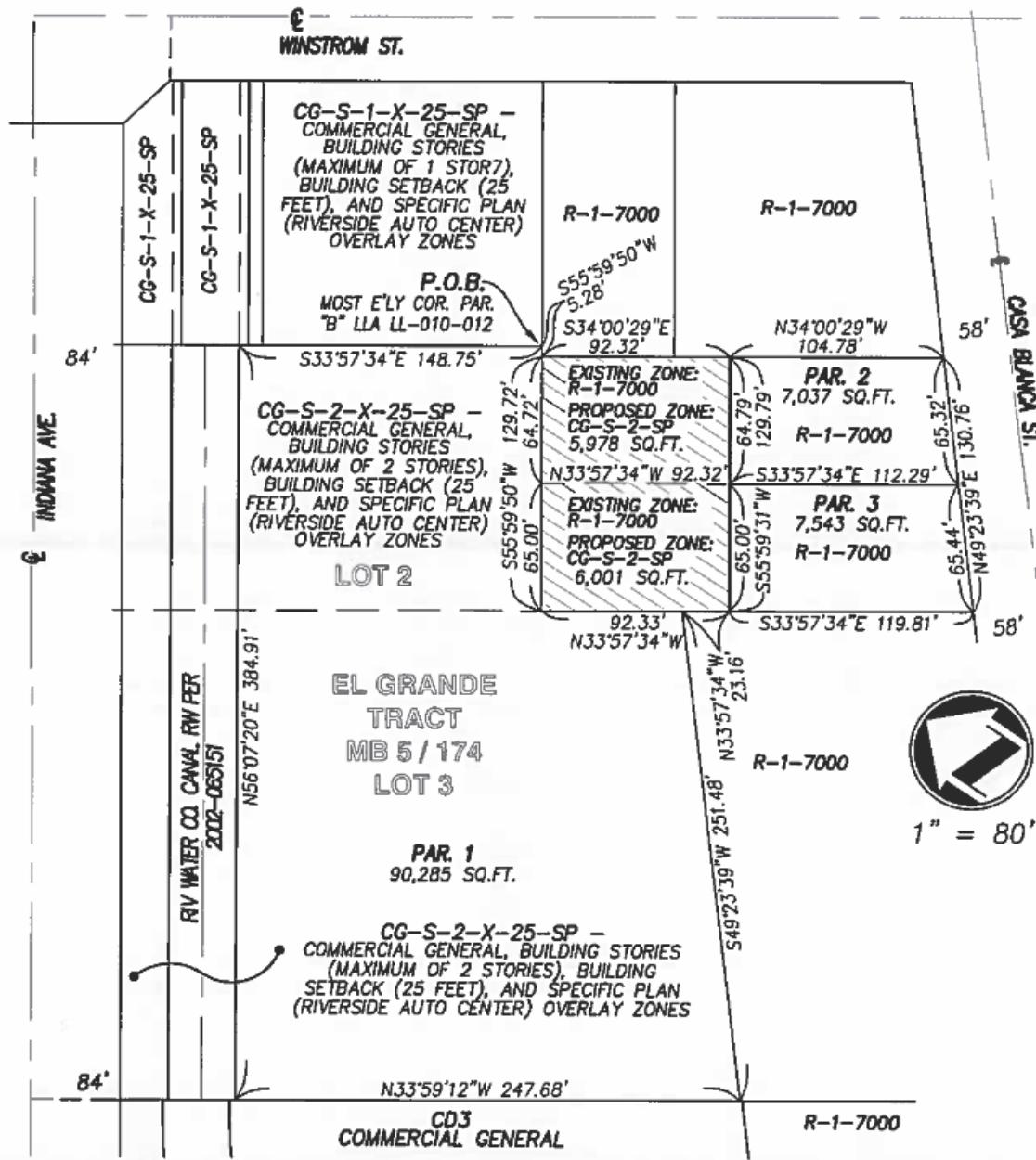
SECTION 4 & 9, TOWNSHIP 3 SOUTH, RANGE 5 WEST

Figure - 2: VICINITY MAP

CHANGE OF ZONE EXHIBIT

SHEET 1 OF 1

FROM: R-1-7000 - SINGLE FAMILY RESIDENTIAL ZONE
TO: CG-S-2-SP - COMMERCIAL GENERAL, BUILDING STORIES (MAXIMUM OF 2
STORIES), AND SPECIFIC PLAN (RIVERSIDE AUTO CENTER) OVERLAY ZONES



PLAT PREPARED BY:
adkan
ENGINEERS
Civil Engineering, Surveying, Planning
56879 Airport Drive, Riverside, CA 92504
Tel: (951) 688-0241 • Fax: (951) 688-0599

JOB NO. 9206 DATE: 10-06-2020

CLIENT: THE MOTORCYCLE COMPANY

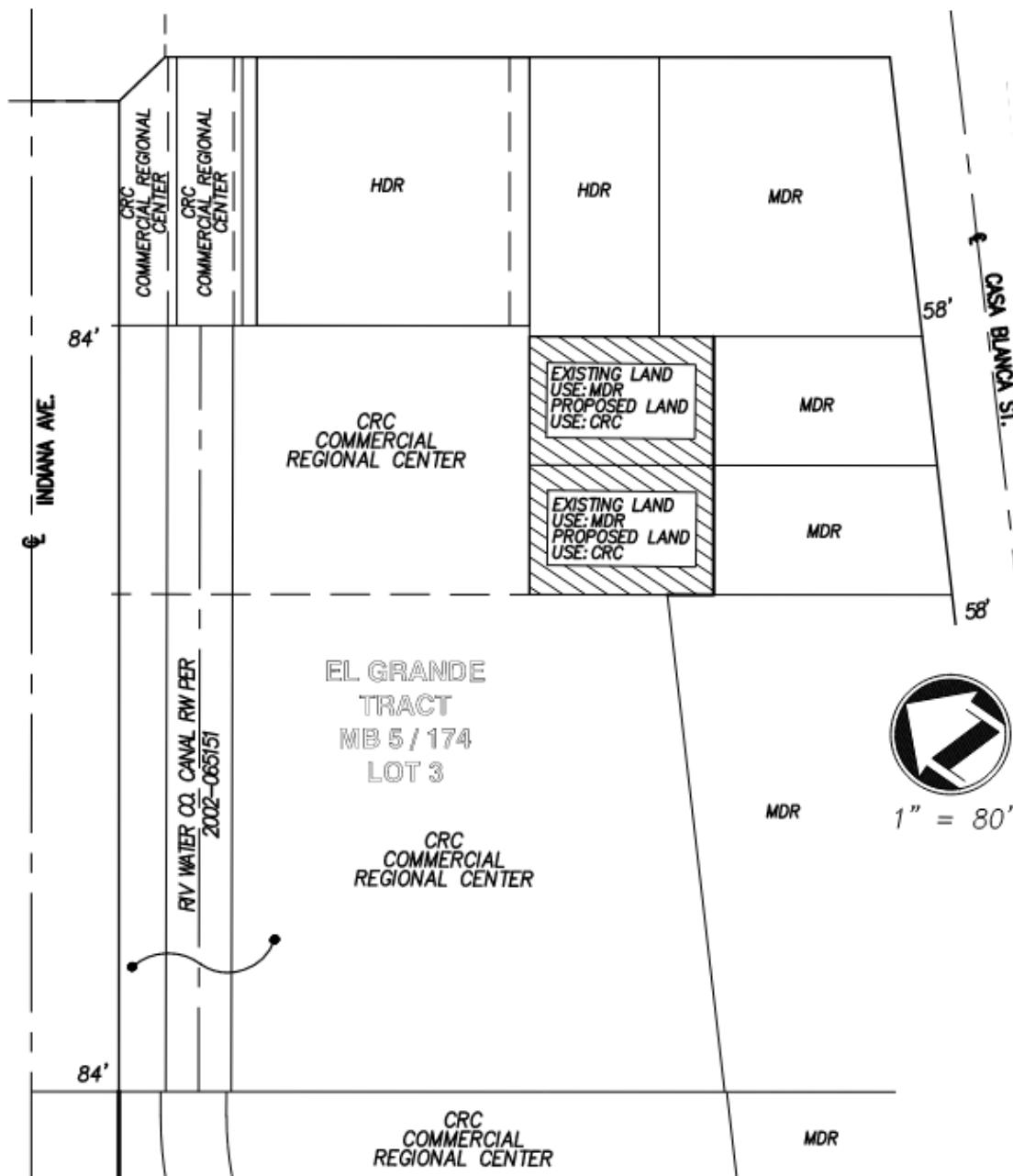
APPROVED BY:

Michael R. Brendeke, P.I.S.

CHANGE OF ZONE
EXHIBIT

GENERAL PLAN AMMENDMENT

SHEET 1 OF 1



PLAT PREPARED BY:

FLAT PREPARED BY:
adkan
ENGINEERS
Civil Engineering, Surveying, Planning
6879 Airport Drive, Riverside, CA 92504
Tel: (951) 688-0241; Fax: (951) 688-0599

JOB NO. 9206 DATE: 4-07-2020

CLIENT: THE MOTORCYCLE COMPANY

APPROVED BY:

GENERAL PLAN AMMENDMENT
EXHIBIT

FIGURE - 4

Specific Plan Area

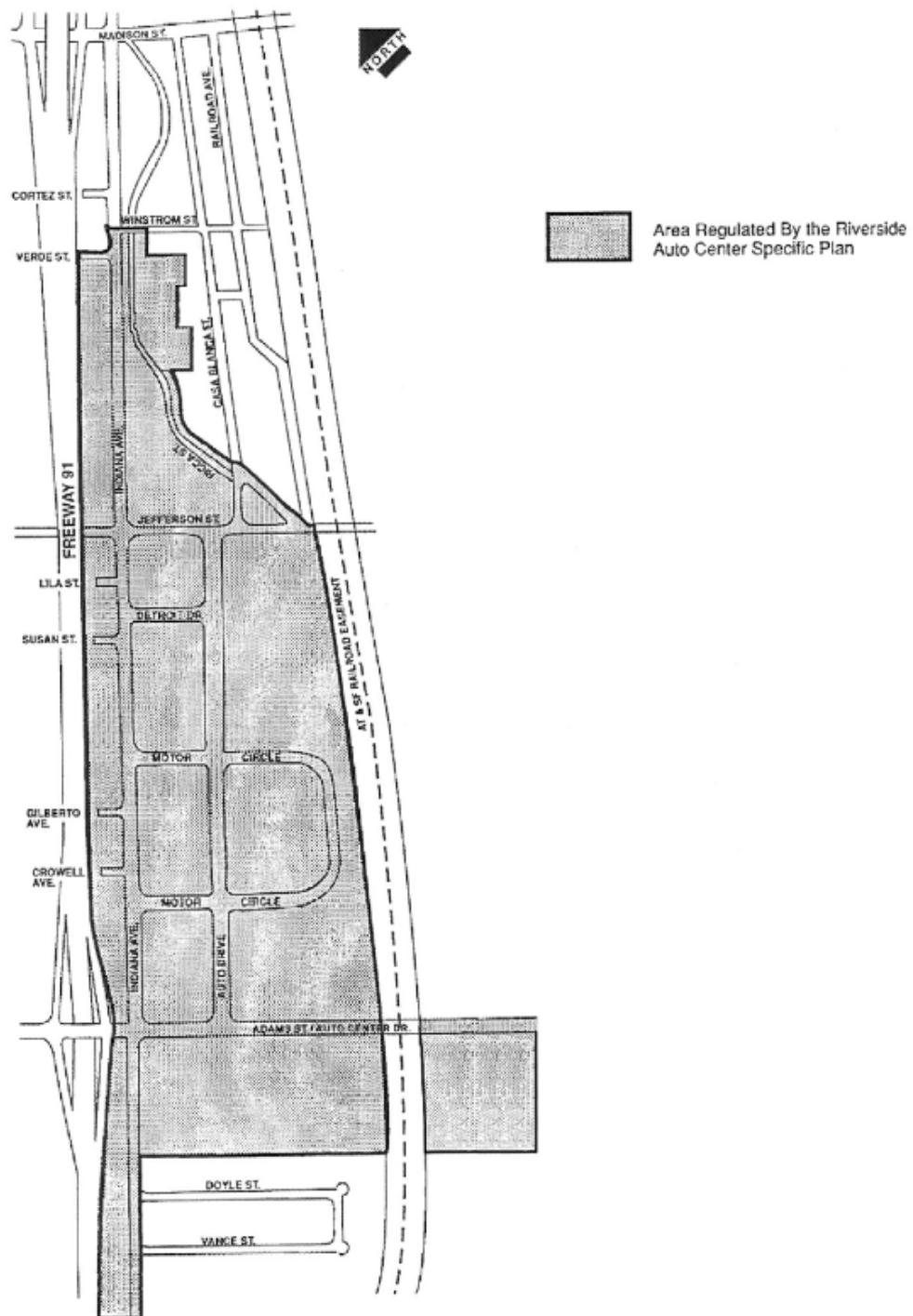


Figure - 5

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

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

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

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

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

Signature _____

Date _____

Printed Name & Title Judy Egüez, Associate Planner

For City of Riverside



ENVIRONMENTAL INITIAL STUDY

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)				
Less Than Significant Impact. According to the GP 2025 FPEIR, the hills and ridgelines that surround the City provide scenic vistas to residents where they can experience long distant views of natural terrain. Vista points can be found throughout the City, both as viewed from urban areas toward the hills and from wilderness areas toward Riverside. The most notable scenic vistas in the City include the La Sierra/Norco Hills, Sycamore Canyon Wilderness Park, and Box Springs Mountain Regional Park.				
Distant views of the peaks of Box Springs Mountain to the northeast and the La Sierra/Norco Hills to the southwest are visible from the project site. Although the proposed project would alter the project site by introducing new development to the site, implementation of the project will not impair any views of the distant natural vistas since the project site is located in a developed area. Views of the peaks of Box Springs Mountain and the La Sierra/Norco Hills will remain visible to pedestrians and drivers along Indiana Ave and Casa Blanca Street. Furthermore, the proposed project will be designed to be consistent with the Citywide Design and Sign Guidelines. The Citywide Design and Sign Guidelines encourage high-quality design, and implementation of the Guidelines will ensure that any potential impacts are less than significant directly, indirectly, or cumulatively. No mitigation is required.				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1b. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City's Urban Forest Tree Policy Manual, Title 20 – Cultural Resources and, Title 19 – Article V – Chapter 19.100 – Residential Zones - RC Zone), City of Riverside Zoning Map				
No Impact. There are no state scenic highways located near the project site. As designated by the City's GP 2025, the proposed project is not located along or within view of a scenic boulevard, parkway, or special boulevard. The nearest special and scenic boulevard to the project site is Victoria Avenue, which is located approximately 0.75 mile south of the project site and the nearest special and scenic boulevard and parkways to the project site is Magnolia Avenue, which is located approximately 0.6 mile north of the project site. Existing development immediately north, south, east, and west of the project site blocks views of the site from these special and scenic boulevard and parkways. The project will have no impact directly, indirectly, or cumulatively to scenic resources within a state scenic highway. No mitigation is required.				
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site the site and its surroundings? (Public views are those that are experienced from a publicly-accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1c. Response: (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines)

Less Than Significant Impact. The adjacent residential lots were purchased by The Motorcycle Company from the previous owner in preparation for the expansion by Harley Davidson. The project site includes a portion of these two residential lots that will be acquired via Lot Line Adjustment (Planning Case P19-0768). The residential lots will be reduced to the allowable square footage for R-1-7000 zone. The existing land uses adjacent to the project site include commercial and a single-family residence to the North, single-family residences and a school to the South, commercial uses and residences to the West, and commercial and single-family residences to the East. The project proposes to develop a portion of the site with a 24-foot high showroom expansion, surface parking lot, and associated improvements within an urban area. The surrounding commercial buildings are similar in height. The proposed facility will be taller than the single-story residences to the South and East of the project site. The proposed project will comply with the provisions of the Zoning Code and the Citywide Design and Sign Guidelines. Therefore, the proposed project would not degrade the existing visual character of the area. The project will have a **less than significant impact** directly, indirectly, and cumulatively related to visual character and quality of the site and surrounding area. No mitigation is required.

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"/>
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1d. Response: (Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area; Title 19 – Article VIII – Chapter 19.556 – Lighting; Title 19 – Article VIII – Chapter 19.590.070; Citywide Design and Sign Guidelines; Riverside County GIS Resource “Map My County”)

Less Than Significant Impact. Lighting within the surface parking areas and on the exterior of the building in conformance with the Chapter 19.556, Lighting and Chapter 19.590, Performance Standards of the Zoning Code, and Citywide Design and Sign Guidelines. The proposed lighting would be directed, oriented, and shielded to prevent light from shining onto the adjacent properties. Although the lighting proposed would increase lighting on the project site compared to current conditions, the lighting would not result in substantial light or glare compared to surrounding development. The project site is also located outside the Mount Palomar Policy Area; thus, the project would not affect nighttime observations from Mount Palomar Observatory. As such, the project will have a **less than significant impact** directly, indirectly, or cumulatively that would adversely affect day or nighttime views due to lighting and glare. No mitigation is required.

2. AGRICULTURE AND FORREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability; Riverside County Mapping Resource “Map My County”)

No Impact. The Project is located within an urbanized area. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 and of Riverside County's “Map My County” resource reveals that the project site is identified as Urban and Built-Up Land. The project site is not designated as nor in proximity to any land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide

Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the project will have **no impact** directly, indirectly or cumulatively to agricultural uses. No mitigation is required.

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"/>
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2b. Response: (Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)

No Impact. A review of *Figure 5.2-2 – Williamson Act Preserves* of the General Plan 2025 FPEIR reveals that the project site is within a built environment, and not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. Moreover, the project site is not zoned for agricultural use and is not next to land zoned for agricultural use; therefore, the project will have **no impact** directly, indirectly or cumulatively. No mitigation is required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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2c. Response: (Source: GIS Map – Forest Data)

No Impact. The City of Riverside has no forest land that can support 10-percent native tree cover, nor does it have any timberland. Therefore, **no impacts** will occur from this project directly, indirectly or cumulatively. No mitigation is required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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2d. Response: (Source: GIS Map – Forest Data)

No Impact. The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland, therefore **no impacts** will occur from this project directly, indirectly or cumulatively. No mitigation is required.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data; Riverside County GIS Resource “Map My County”)

No Impact. Located in an urbanized area of the City, the site is identified as urban/built out land and therefore does not support agricultural resources or operations. The project will not result in the conversion of designated farmland to non-agricultural uses. In addition, there are no agricultural resources or operations, including farmlands, within proximity of the subject site. The City of Riverside has no forest land that can support 10-percent native tree cover. Therefore, **no impacts** will occur from this project directly, indirectly or cumulatively to conversion of Farmland to non-agricultural use, or to the loss of forest land. No mitigation is required.

3. AIR QUALITY.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3a. Response: (Source: South Coast Air Quality Management District's 2007 Air Quality Management Plan (AQMP), – Harley-Davidson Expansion Project Air Quality and Greenhouse Gas Emissions Technical Memorandum, prepared by Vista Environmental, dated July 3, 2020 (Compliance with SCAQMP Air Quality Plan) (Appendix A))

Less than Significant Impact. The project site is located in the South Coast Air Basin, which is under the jurisdiction of the Southcoast Air Quality Management Districts (SCAQMD). The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties. The SCAQMD and the southern California Association of Governments (SCAG) are responsible for formulating and implement the Air Quality Management Plan (AQMP), which has a 20-year horizon for the Basin. SCAQMD has divided the Air Basin into 38 air-monitoring areas; the project site is located in Air Monitoring Area 23, which covers the Metropolitan Riverside County. The nearest air monitoring station to the project site is the Riverside-Rubidoux Monitoring Station (Riverside-Rubidoux Station), which is located approximately 4.71 miles north of the project site at 5888 Mission Boulevard, Riverside. The proposed project would not conflict with or obstruct implementation of the SCAQMD-AQMP. The CEQA Handbooks provide the following two criteria to determine if a project is consistent with the AQMP:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase

Criterion 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this letter, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 Exceed Assumptions in the AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of Riverside General Plan's Land Use Plan defines the assumptions that are represented in AQMP.

The existing Harley-Davidson Facility is currently designated as Commercial Regional Center (CRC) in the General Plan, is zoned CG-S-2-X-25-SP - Commercial General, Building Stories (maximum of 2 stories), Building Setback (25 feet), and Specific Plan (Riverside Auto Center) Overlay Zone. In order to acquire the additional lot area needed for the building expansion and to meet setbacks against the residential properties, a lot line adjustment will be completed with two (2) residential lots to the south. The area being acquired in the lot line adjustment will need to be rezoned and have the general plan designation revised for commercial use to be consistent with the rest of the site. The Auto Dealership specific plan will also be amended to include the areas added as part of the lot line adjustment. Although the proposed area within the lot line adjustment is currently inconsistent with the General Plan land use designation and zoning for the project site, the proposed project would be consistent with the adjacent commercial land uses and would be in substantial compliance with the Land Use Element goals and policies. Therefore, due to the nominal size of the proposed area to be rezoned and redesignated in the General Plan, the proposed project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a **less than significant impact** will occur directly, indirectly, and cumulatively in relation to implementation of the AQMP. No mitigation is required.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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3b. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, URBEMIS 2007 Model or CalEEMod 2007 Model Harley-Davidson Expansion Project Air Quality and Greenhouse Gas Emissions Technical Memorandum, prepared by Vista Environmental, dated July 3, 2020 (Appendix A))

Less Than Significant Impact. The proposed project would generate air pollutant emissions primarily from demolition, on-site grading activities, construction, and operation of the proposed expansion of the Harley-Davidson Dealership showroom and storage. The criteria area pollution impacts created by the proposed project have been analyzed through the use of CalEEMod Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for South Coast Air Basin portion of Riverside County for employee, vendor and haul truck vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy equipment operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. The construction emissions have been analyzed for both regional and local air quality impacts as well as toxic air emission.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project. Table D, below, shows that none of the analyzed criteria pollutants would exceed the regional emissions threshold during demolition, grading or the combined paving and architectural coatings phases. Therefore, regional air quality impacts resulting from construction of the project would be less than significant.

Table D – Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Demolition ¹	0.88	8.59	8.14	0.02	0.97	0.50
Grading ¹	0.86	7.83	8.04	0.01	0.90	0.61
Combined Building Construction, Paving and Architectural Coatings	25.52	16.69	17.27	0.02	1.08	0.92
Maximum Daily Construction Emissions	25.52	16.69	17.27	0.02	1.08	0.92
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

² Onsite emissions from equipment not operated on public roads.

³ Offsite emissions from vehicles operating on public roads.

Source: CalEEMod Version 2016.3.2.

Construction-Related Local Impacts

The local air quality emissions from construction were analyzed using the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of NOx, CO, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table E, below, shows the onsite emission from the CalEEMod model for the different construction phases and the calculated emission thresholds. Further, the date provided in Table E shows that none of the analyzed criteria pollutants would exceed the local emissions threshold for any phase of construction. Additionally, construction emission would be short-term, limited only to the period when construction activity is occurring. As such, construction related local air concentrations would be less than significant for the proposed project.

Table E – Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Demolition ¹	7.25	7.57	0.75	0.44
Grading ¹	7.25	7.57	0.75	0.57
Combined Building Construction, Paving and Architectural Coatings	16.24	16.17	0.89	0.83
Maximum Onsite Daily Construction Emissions	16.24	16.17	0.89	0.83
SCAQMD Thresholds ²	118	602	4	2
Exceeds Threshold?	No	No	No	No

Notes:

¹ Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

² The nearest sensitive receptors to the project site are single-family homes located adjacent to the southeast and east sides of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 23, Metropolitan Riverside County.

Operations-Related Regional Impacts

The operation-related regional criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model, calculated maximum daily emissions for the summer and winter periods. Table F, below, summarizes the daily emission created by the projects long-term operations. The data shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds, therefore less than significant impacts to regional air quality would result from long-term operations of the project.

Table F – Operations-Related Regional Criteria Pollutant Emissions

Emissions Source	ROG	Pollutant Emissions (pounds/day) ¹				
		NOx	CO	SO ₂	PM10	PM2.5
Area Sources ¹	0.28	<0.00	<0.00	<0.00	<0.00	<0.00
Energy Usage ²	0.01	0.11	0.09	<0.00	0.01	0.01
Mobile Sources ³	0.45	2.91	2.30	0.01	0.64	0.18
Total Operational Emissions	0.74	3.02	2.39	0.01	0.65	0.19
SCAQMD Thresholds ²	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consists of emissions from natural gas usage.

³ Mobile sources consist of emissions from vehicles and road dust.

Source: CalEEMod Version 2016.3.2.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings and landscaping equipment may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emission may not be significant enough to create a regional impact to the Air Basin. The local air quality emissions from onsite operations were analyzed using the Look-up Tables. Table G, below, shows the onsite emission from the CalEEMod model that includes area sources, energy usage, and mobile source emissions and the calculated emissions thresholds. The data shows that on-going operation of the proposed project would not exceed the SCAQMD's local NOx, CO, PM10, and PM2.5 thresholds of significance, therefore impacts to local air quality from onsite operations are less than significant.

Table G – Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources ¹	<0.00	<0.00	<0.00	<0.00
Energy Usage ²	0.11	0.09	0.01	0.01
Mobile Sources ³	2.91	2.30	0.64	0.18
Total Emissions	3.02	2.39	0.65	0.19
SCAQMD Local Operational Thresholds ⁴	118	602	1	1
Exceeds Threshold?	No	No	No	No

Notes:

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consists of emissions from natural gas usage.

³ Mobile sources consist of emissions from vehicles.

⁴ The nearest sensitive receptors to the project site are the single-family homes located adjacent to the southeast and east sides of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 23, Metropolitan Riverside County

The proposed project would not generate pollutant emissions during short-term construction and long-term operations that would exceed SCAQMD thresholds for regional and local emissions. Thus, the proposed project would not result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. The Air Quality Analysis has determined that the project would have **less than significant impacts** related to the violation of an air quality standard directly, indirectly, and cumulatively. No mitigation is required.

c. Expose sensitive receptors to substantial pollutant concentrations?

3c. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2016 Air Quality Management Plan, CalEEMod, Harley-Davidson Expansion Project Air Quality and Greenhouse Gas Emissions Technical Memorandum, prepared by Vista Environmental, dated July 3, 2020 (Appendix A))

Less Than Significant Impact. The nearest sensitive receptors to the project site are the single-family homes located adjacent to the Southeast and East sides of the project site. The nearest school to the project site is Casa Blanca Head Start, located adjacent to the Southeast side of the project site. Both receptors will be disturbed as part of the proposed project.

According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table C below shows the NOx, CO, PM10 and PM2.5 for both construction and operational activities.

Table C – SCAQMD Local Air Quality Thresholds of Significance

Activity	Maximum Daily Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Construction	118	602	4	2
Operation	118	602	1	1

Notes:

¹ The nearest sensitive receptors to the project site are the single-family homes located adjacent to the southeast and east sides of the area to be disturbed as part of the proposed project. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 23, Metropolitan Riverside County.

Toxic Air Contaminates Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors (OEHHA, 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. As of January, 2020, 25 percent or more of all contractors' equipment fleets must be Tier 2 or higher. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed project would result in a **less than significant** exposure of the nearby sensitive receptors to toxic air contaminants. No mitigation required.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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3d. Response: (Source: *Harley-Davidson Expansion Project Air Quality and Greenhouse Gas Emissions Technical Memorandum, prepared by Vista Environmental, dated July 3, 2020 (Appendix A)*)

Less Than Significant Impact. The proposed project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

The proposed project would consist of the redevelopment of the Harley Davidson dealership that includes a building expansion of the showroom and the storage of motorcycles. Potential sources that may emit odors during the on-going operations of the proposed project would primarily occur from odor emissions from the trash storage areas and from operation of diesel equipment. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently and would not likely be noticeable for extended periods of time beyond the project site boundaries. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, a less than significant odor impact would occur and no mitigation would be required.

Therefore, the project would not result in other emissions, such as odors, that would adversely affect a substantial number of people and a **less than significant** impact would occur. No mitigation is required.

4. BIOLOGICAL RESOURCES.

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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4a. Response: (Source: *General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, and Riverside County GIS Resource “Map My County” – Gonzales Environmental Consulting, LLC, April 24, 2020 (Appendix B)*)

Less Than Significant Impact. The project site is located on a previously developed/improved site within an urbanized area. A search of the MSHCP database and other appropriate databases identified no potential for candidate, sensitive, or special status species, or suitable habitat for such species on site, Federal Species of Concern, California Species of Special Concern, and California Species Animal or Plants on lists 1-4 of the California Native Plant Society (CNPS) Inventory. Therefore, the project will have a **less than significant impact** directly, indirectly and cumulatively on habitat modifications, species identified as a candidate, sensitive, or special status species in local or regional plans, and policies or regulations of the California Department of Fish and Game or U.S. Fish and Wildlife Service. No mitigation is required.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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4b. Response: (Source: *General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, Riverside County GIS Resource “Map My County”, Gonzales Environmental Consulting, LLC, April 24, 2020 (Appendix B)*)

Less Than Significant Impact. No wetland or riparian vegetation exists on the project site as it is fully developed. Furthermore, the project site is located within an urban built-up area, contains existing development. The entire project site has been disturbed by anthropogenic disturbances and there is no native vegetation on the project site. Therefore, **less than significant impact** to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service with implementation of the proposed project will occur directly, indirectly and cumulatively. No mitigation is required.

c. Have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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4c. Response: (Source: *City of Riverside GIS/CADME USGS Quad Map Layer; County of Riverside GIS Resource “Map My County”, Gonzales Environmental Consulting, LLC, April 24, 2020 (Appendix B)*)

No Impact. The project is located within an urbanized area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on site or within proximity to the project site.

The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include USACOE jurisdictional drainages or wetlands. Therefore, the proposed project would have **no impact** to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly and cumulatively. No mitigation is required.

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?

4d. Response: (Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage, Gonzales Environmental Consulting, LLC, April 24, 2020 (Appendix B))

No Impact. The project site is not located within any MSHCP Survey Areas, Criteria Cells, Cores, or Linkages. Further, the project site is already developed, within an urbanized area, and does not facilitate the movement of any native resident or migratory fish or wildlife species. The project site is not used as a migratory wildlife corridor, nor does it qualify for use as a native wildlife nursery site. The project will result in **no impact** directly, indirectly and cumulatively to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No mitigation is required

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

4e. Response: (Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual)

No Impact. The project site has been developed for many years and as a result, there are no biological resources present including trees that must be preserved. The construction of the project is subject to MSHCP mitigation fees, City of Riverside landscaping design standards, and all applicable regional, State and Federal conservation, endangered and threatened species mitigation fees. In addition, the General Plan 2025 includes policies to ensure that future development would not conflict with any local policies or ordinances protecting biological resources, including tree preservation policies. This project has been reviewed against these policies and found to be in compliance with the policies. For these reasons, the project will have **no impact** directly, indirectly and cumulatively local policies or ordinances protecting biological resources. No mitigation is required

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?

4f. Response: (Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)

Less Than Significant Impact. The proposed project is consistent with the guidelines of the MSHCP, including Section 6.1.4, Guidelines Pertaining to the Urban/Wildlife Interface and related policies in the General Plan 2025, including Policy LU-7.4. As well, the project is consistent with the SKR HCP and with General Plan Policy OS-5.3. According to the MSHCP, the site is not located in a Survey Area, Criteria Cell, or Cell Group. The site is located within a WRMSHCP and Stephens’ Kangaroo Rat Fee Area. However, this is classified as redevelopment and therefore will not be subject to those established fees. Therefore, impacts associated with potential inconsistencies with the MSHCP and SKR HCP will be **less than significant impacts** directly, indirectly and cumulatively to the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No mitigation is required

5. CULTURAL RESOURCES.				
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5a. Response: (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas; Appendix D, Title 20 of the Riverside Municipal Code; County of Riverside GIS Resource "Map My County" – Cultural Resource Assessment for the Harley Davidson Expansion Project, Prepared by Paleowest July 2,2020 (Appendix C))				
<p>No Impact. A discussion of the cultural background and history of the City is provided in the Cultural Resource Assessment provided in Appendix C of this Initial Study. The project site consists of three developed parcels located in the Casa Blanca Neighborhood. Forty-four cultural resources have been recorded within 1-mile of the project area. All of the previously documented resources date to the historic period and include 21 residential properties, 15 commercial/public use properties, 4 water conveyance resources, a citrus orchard, Victoria Avenue, the Parent Washington Navel Orange Tree, and the archaeological remains of the Casa Blanca Railroad Station. None of the previously recorded resources are located with the project area. The closes resource is the Upper Riverside Canal (33-004495), which was built in the late 19th century and has been piped over 25 years ago and no longer visible on the ground surfaces. No prehistoric archaeological resources have been documented within the 1-mile radius.</p> <p>An on-site pedestrian survey, conducted on April 29, 2020 observed a swimming pool on the project site identified as 7681 Casa Blanca Street. The swimming pool, constructed in 1963, was associated with the adjacent single-family residence, however, has been physically separated by a fence and is no longer specifically associated with the residence. As a result, the context and association of the swimming pool to the residential building is no longer present. Research has yielded no indicated that the swimming pool would contribute to any potential historical significance of 7681 Casa Blanca Street.</p> <p>The project is located on a site where no historic resources exist as defined in Section 15064.5 of the CEQA Guidelines, therefore, no impacts directly, indirectly and cumulatively to historical resources are expected.</p>				
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5b. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity; GP 2025 FPEIR Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity; GP 2025 ; Cultural Resources Study, Appendix D ; County of Riverside GIS Resource "Map My County" – Cultural Resource Assessment for the Harley Davidson Expansion Project, Prepared by Paleowest July 2,2020 (Appendix 4))				
<p>Less Than Significant Impact With Mitigation. The results of the cultural resource assessment identified one historic period built-environment structure within the Project area. The resource consists of a swimming pool built in the 1960s that is associated with a single-family residence at 7681 Casa Blanca Street. The context and association of the swimming pool to the residential building is no longer present and research has yielded no indication that the swimming pool would contribute to any potential historical significance of 7681 Casa Blanca Street. No archaeological resources were identified within the Project area by the cultural resources study. While the lack of surface evidence of archaeological resources does not preclude their subsurface existence, only one archaeological resource has been previously recorded within a 1-mile radius of the Project area. In addition, the potential for buried archaeological resources within the Project area is relatively low. The Project area lies on late to middle Pleistocene fan deposits that have been relatively stable for millennia. The period of deposition for this surface likely predates humans in the area so the likelihood of finding intact subsurface archaeological deposits is minimal. Based on the results of the cultural resources study, PaleoWest recommends a finding of no impacts to archaeological and historical resources under CEQA. No further cultural resources management is recommended for the Project. In the event that potentially significant archaeological materials are encountered during Project-related ground-disturbing activities, all work should be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In addition, Health and Safety Code 7050.5, CEQA 15064.5(e), and Public Resources Code 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Finally, should additional actions be proposed outside the currently defined Project area that have the potential for additional subsurface disturbance, further cultural resource management may be required. Implementation of mitigation measures MM-CUL-1 through MM-CUL-4 will reduce potential impacts to cultural resources directly, indirectly, and cumulatively as a result of the project to a less than significant level. Therefore, the project will have a less than significant impact with mitigation.</p>				

MM-CUL-1	<p>Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact consulting tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, developer/applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the developer/applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the project site if the site design and/or proposed grades should be revised. In the event of inadvertent discoveries of archaeological resources, work shall temporarily halt until agreements are executed with consulting tribe, to provide tribal monitoring for ground disturbing activities.</p>
MM-CUL-2	<p>On call Project Archaeologist: Prior to the issuance of a grading permit, the Property Owner/Developer shall provide a letter from a County certified Archaeologist and Paleontologist stating that the Property Owner/Developer has retained these individuals, and that the Archaeologist and Paleontologist shall be on call during all grading and other significant ground-disturbing activities in native sediments.</p>
MM-CUL-3:	<p>Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p>
<ol style="list-style-type: none"> <li data-bbox="300 762 1576 855">1. Consulting Tribes Notified: within 24 hours of discovery, the consulting tribe(s) shall be notified via email and phone. The developer shall provide the City evidence of notification to consulting tribes. Consulting tribe(s) will be allowed access to the discovery, in order to assist with the significance evaluation. <li data-bbox="300 889 1576 1009">2. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and <li data-bbox="300 1043 1576 1347">3. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ol style="list-style-type: none"> <li data-bbox="372 1227 1576 1347">a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; <li data-bbox="372 1381 1576 1537">b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; <li data-bbox="372 1571 1576 1664">c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Museum of Riverside by default; and <li data-bbox="372 1698 1576 1953">d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center, and consulting tribes. 	

MM-CUL-4 **Cultural Sensitivity Training:** The Secretary of Interior Standards County certified archaeologist and Native American monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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5c. Response: *(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity– Cultural Resource Assessment for the Harley Davidson Expansion Project, Prepared by Paleowest 7-2-2020, Section 6.0 (Appendix 4))*

Less Than Significant Impact. An on-site pedestrian survey was conducted on April 29, 2020. No known human remains were present on the proposed Project site. While the lack of surface evidence of archaeological resources does not preclude their subsurface existence, only one archaeological resource has been previously recorded within a 1-mile radius of the Project area. In the unlikely event that human remains are encountered during proposed Project grading, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during earthmoving activities would be followed in accordance with State law.

Consistent with the requirement of California Code of Regulations (CCR) Section 15064.5(e), in the event that human remains (or remains that may be human) are discovered at the Project site during grading or earthmoving, the construction contractors, Project Archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Riverside County Coroner and the City of Riverside Community & Economic Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b) unless more current State law requirements are in effect at the time of the discovery. Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the Applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The County Coroner will notify the Native American Heritage Commission in accordance with California Public Resources Code 5097.98.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the Project proponent and the MLD. In the event that the Project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

Therefore, the project will have **less than a significant impact** related to human remains with existing regulatory procedures. No mitigation is required.

6. ENERGY

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

6a. Response: (Source: *City of Riverside Restorative Growth Print: Climate Action Plan*)

Less Than Significant Impact. The proposed Project consists of a 6,200-sf showroom expansion and additional parking area behind the existing dealership. During construction the consumption of energy will be minimal due to the scale of the project and would not be substantially more than the current operational energy consumption. Therefore, construction energy consumption has a **less than significant impact**. No mitigation required.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

6b. Response: (Source: *City of Riverside Restorative Growth Print: Climate Action Plan*)

Less Than Significant Impact. The proposed Project consists of a 6,200-sf showroom expansion and additional parking area behind the existing dealership. The proposed project will adhere to the *City of Riverside Restorative Growth Print: Climate Action Plan*. Therefore, the proposed project will not conflict or obstruct a state or local plan for renewable energy or energy efficiency and will have a **less than significant impact**. No mitigation required.

7. GEOLOGY AND SOILS.

Would the project:

a. Directly or indirectly cause 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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7i. Response: (Source: *General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR Appendix E – Geotechnical Report, Soil Exploration Company Inc, February 7, 2017 (Appendix E)*)

Less Than Significant Impact. Seismic activity is expected in Southern California; however, the project site is not located within an Alquist-Priolo zone. The site is located approximately 10.6 and 11.4 miles west from the San Jacinto-San Bernardino and San Jacinto-San Jacinto Valley Faults, respectively. Moderate to strong ground shaking can be expected at the site and there is a 2 percent probability in 50 years (2475-year return period) that the peak ground acceleration at the site will exceed 0.5g. The site soil is class D. The structural design engineer shall consider City/County local codes, California Building Code (CBC) 2019 seismic data presented in the Soils Report (Appendix D), the latest requirements of the Structural Engineers Association of Southern California and any other pertinent data in selecting design parameters. Compliance with CBC regulations and implementation of recommended measures in Sections 8.1 through 8.14 of the Project-specific geotechnical study would ensure that Project impacts would be **less than significant** directly, indirectly, or cumulatively. No mitigation is required.

ii. Strong seismic ground shaking?

7ii. Response: (Source: *Geotechnical Report, Soil Exploration Company Inc, February 7, 2017 (Appendix E)*)

Less Than Significant Impact. The San Jacinto Fault Zone, located in the northeastern portion of the City, and the Elsinore Fault Zone, located in the southern portion of the City's Sphere of Influence, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. According to the project specific *Preliminary Soil Investigation and Infiltration Test Report* (Appendix D), during its design life, the site is expected to experience moderate to strong ground motions from earthquakes on regional and/or nearby causative faults. Project structures and foundations will be designed in accordance with the current CBC and shall be designed to in accordance with the seismic parameters in the project specific preliminary soil investigation. Site prep, over excavation and grading will be observed by the project geotechnical engineer for consistency with geotechnical recommendations. Since the proposed project

must comply with the CBC regulations that protect structures from seismic hazards, directly, indirectly, or cumulative impacts associated with strong seismic ground shaking will have a **less than significant impact**. No mitigation is required.

iii. Seismic-related ground failure, including liquefaction?

7iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, and Geotechnical Report, Soil Exploration Company Inc, February 7, 2017, (Appendix E))

Less Than Significant Impact. The project site is located in an area with low potential for liquefaction. The incorporation of recommended design measures and adherence to the most current CBC regulations will ensure that impacts related to seismic-related ground failure, including liquefaction, are **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

iv. Landslides?

7iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix E – Geotechnical Report, Title 18 – Subdivision Code, Title 17 – Grading Code, Storm Water Pollution Prevention Plan (SWPPP), and Geotechnical Report, Preliminary Soil Investigation and Infiltration Tests Report, Riverside Harley-Davidson, February 7, 2017, (Appendix E))

No Impact. The Geology and Soils section of the City's GP 2025 FPEIR states that "areas of high susceptibility to seismically induced landslides and rockfalls correspond to steep slopes in excess of 30 percent." Figure 5.6-1 of the GP 2025 FPEIR indicates that the project area is located on land identified as having a 0 to 10 percent slope, which is the lowest of the four potential categories. The Project geotechnical report does not identify the project site as having a potential for landslides. There are no large slopes, existing or proposed within the project area and there are no erosive flow rates entering or leaving the project site. Additionally, the project is under 1 acre so a SWPPP is not required. As such, **no impacts** directly, indirectly, and cumulatively related to landslides would occur. No mitigation is required.

b. Result in substantial soil erosion or the loss of topsoil?

7b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, and Storm Water Pollution Prevention Plan (SWPPP), and Geotechnical Report, Preliminary Soil Investigation and Infiltration Tests Report, Riverside Harley-Davidson, February 7, 2017, (Appendix E))

Less Than Significant Impact. During grading and construction, disturbance of soil by heavy construction equipment could result in erosion. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan establishing erosion and sediment controls for construction activities. The project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, with the erosion control standards with which all development activity must comply (Title 18), the Grading Code (Title 17) also requires the implementation of measures designed to minimize soil erosion. Compliance with State and Federal requirements as well as with Titles 18 and 17 of the Municipal Code will ensure that soil erosion or loss of topsoil will be **less than significant impact** directly, indirectly, and cumulatively. No mitigation is required.

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?

7c. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Geotechnical Report, Preliminary Soil Investigation and Infiltration Tests Report, Riverside Harley-Davidson, February 7, 2017, (Appendix E))

Less Than Significant Impact. The soil boring samples taken by the project geotechnical engineer show that the project soil consists of loose and medium dense silty sand at the depths expected to be encountered during construction. The onsite material is considered stable and adequate for project compacted fill. The project site is relatively flat with grades onsite ranging between 1 and 5%. The project site is located in an area with low potential for liquefaction. The Geology and Soils section of the City's GP 2025 FPEIR states that "areas of high susceptibility to seismically induced landslides and rockfalls correspond to steep slopes in excess of 30 percent."

Figure 5.6-1 of the GP 2025 FPEIR indicates that the project area is located on land identified as having a 0 to 10 percent slope, which is the lowest of the four potential categories. The Project geotechnical report does not identify the project site as having a potential for landslides. The incorporation of recommended design measures and adherence to the most current CBC regulations will ensure that impacts related to landslide, lateral spreading, subsidence, liquefaction, or collapse are **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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7d. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)

No Impact. Expansive soils, defined under the CBC, expand when wet and shrink when dry. The amount or type of clay present in soil determines its shrink-swell potential. Borings taken by the project geotechnical engineer show that the project soil consists of silty sand at the depths expected to be encountered during construction. The on-site soils have very low potential for expansion. Therefore, the project site does not have expansive soils; there will be **no impact** directly, indirectly, or cumulatively. No mitigation is required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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7e. Response: (Source: Project Plans)

No Impact. The proposed project will be served by sewer infrastructure. The proposed project will not utilize on-site septic tanks or alternative wastewater disposal systems. Therefore, the project will have **no impact** related to septic tanks or alternative wastewater disposal systems directly, indirectly, and cumulatively. No mitigation is required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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7f. Response: (Source: General Plan 2025 Policy HP-1.3)

Less Than Significant Impact. The project is located on a previously developed/improved site within an urbanized area where no activities, such as new development involving grading/ground disturbance, are proposed that would create a potential for disturbance of paleontological resources or site or unique geologic features. However, the project will implement MM CIL-2, which states that an Archaeologist and Paleontologist shall be on call during all grading and other significant ground-disturbing activities in native sediments. Therefore, the project will have **less than significant impact** directly or indirectly on a unique paleontological resource or site or unique geologic feature. No mitigation is required.

8. GREENHOUSE GAS EMISSIONS.

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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8a. Response: (Source: Riverside Economic Prosperity Action Plan and Climate Action Plan, General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, URBEMIS 2007 Model or CalEEMod 2007 Model Harley-Davidson Expansion Project Air Quality and Greenhouse Gas Emissions Technical Memorandum, prepared by Vista Environmental, dated July 3, 2020 (Appendix A))

Less Than Significant Impact. In 2016, the City of Riverside adopted the Riverside Restorative Growth Print Climate Action Plan. The Climate Action Plan sets out actions to increase energy efficiency and reduce GHG emission. Since the Climate Action Plan does not provide any quantitative GHG emission thresholds for new development project within the City, The SCAQMD GHG emissions reduction thresholds have been utilized. Per the SCAQMD, a project would be considered to create a significant cumulative GHG impact if the proposed project exceeds the annual threshold of 3,000 MTCO₂e per year.

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, off-road equipment,

waste disposal, water usage, and construction equipment. The project's GHG emissions have been calculated with the CalEEMod model and the results is shown below in Table H. The data shows that the proposed project would create 303.23 MTCO₂e per year. According to the SCAQMD's threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 MTCO₂e per year

Table H – Proposed Project Annual Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ¹	<0.00	<0.00	<0.00	<0.00
Energy Usage ²	98.73	<0.00	<0.00	99.00
Mobile Sources ³	164.28	0.01	<0.00	164.65
Solid Waste ⁴	9.57	0.57	<0.00	23.71
Water and Wastewater ⁵	12.45	0.03	<0.00	13.49
Construction ⁶	2.36	<0.00	<0.00	2.38
Total Emissions	287.39	0.61	<0.00	303.23
SCAQMD Draft Threshold of Significance				3,000.00

Notes:

¹ Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consists of GHG emissions from electricity and natural gas usage.

³ Mobile sources consist of GHG emissions from vehicles.

⁴ Waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.

⁵ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

⁶ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

Source: CalEEMod Version 2016.3.2.

Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project. Impacts would be **less than significant**. No mitigation is required.

b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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8b. Response: (Source: Riverside Economic Prosperity Action Plan and Climate Action Plan, SCAQMD, Air Quality and Greenhouse Gas Emissions Impact Analysis - Harley Davidson Facility Project, Produced by Vista Environmental on July 3, 2020 (Appendix A))

Less Than Significant Impact. The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The Climate Action Plan identifies local measures that the City of Riverside is currently implementing or has committed to implementing to further reduce GHG Emissions. The measures that are relevant to the proposed project include the following:

Local Measure	Measure Description	Project Consistency
E-3: Local Utility Programs – Electricity	Financing and incentives for business and home owners to make energy efficient, renewable energy, and water conservation improvements.	The proposed project will be required to be designed to meet Title 24 Part 6 Building Energy Efficiency standards, all water fixtures will be required to be low-flow per Title 24 Part 11 requirements, and all landscaping will be designed to be water efficient per the City's Landscaping Ordinance.
T-2: Bicycle Parking	Provide additional options for bicycle parking.	The proposed project will provide bicycle parking per CCR Title 24 Part 11 requirements to encourage employees to bike to work.
T-3: End of Trip Facilities	Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.	The proposed project will provide bicycle parking per CCR Title 24 Part 11 requirements.
T-6: Density	Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.	The proposed project would provide employment opportunities to nearby residents in an area of Southern California that has more housing than jobs.
T-7: Mixed-Use Development	Provide for a variety of development types and uses.	The proposed commercial project is located in a mixed-use area that has both residential and commercial uses nearby.
T-8: Pedestrian Only Areas	Encourage walking by providing pedestrian-only community areas.	The proposed project will provide pedestrian walkways onsite that connects to the existing sidewalk on Indiana Avenue and Winstrom Street.
W-1: Water Conservation and Efficiency	Reduce per capita water use by 20% by 2020.	The proposed project would utilize low-flow fixtures and high-efficiency irrigation systems and would utilize drought tolerant plants per the City's Landscape Ordinance.
SW-2: Food Scrap and Paper Diversion	Divert food and paper waste from landfills by implementing commercial and residential collection program.	The applicant for the proposed project will contract with a refuse company that will process recycled materials.

Source: Riverside Restorative Growthprint Climate Action Plan, 2016

The proposed project supports the goals and policies of the City's Climate Action Plan. The project would not conflict with any State plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The impact associated with generation of GHG emissions would be **less than significant impact** directly, indirectly, and cumulatively. No mitigation is required.

9. HAZARDS & HAZARDOUS MATERIALS.

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9a. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)				
Less Than Significant Impact. The proposed expansion of the showroom and storage for the Harley-Davidson dealership and the addition of parking spaces will not pose a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials. The proposed expansion will not operate differently than the existing building and parking lot. Therefore, the potential hazardous materials and waste, such as cleaning products, will not be different from previous potential hazards. However, the construction facilitated by this project has the potential to create a hazard to the public or environment through the routine transportation, use and disposal of construction related hazardous materials as the project would include the delivery and disposal of hazardous materials such as fuels, oils, solvents, and other materials. These materials are typical of materials delivered to construction sites. The use of the expanded warehouse may include the storage and use of hazardous materials such as fuels, oils, solvents, and other materials as it has previously. These materials would be stored on site in small quantities, and therefore would not pose a significant threat to the public. Oversight by the appropriate Federal, State, and local agencies, and compliance by the new development with applicable regulations related to the handling, storage and disposal of hazardous materials will cause the project to have a less than significant impact directly, indirectly and cumulatively. No Mitigation is required.				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9b. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)				
Less Than Significant Impact. The proposed expansion will not operate differently than the existing building and parking lot. Therefore, potential hazardous materials and waste will not be different from previous potential hazards. The project may involve the use of hazardous materials but shall comply with all applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the CCR, which describes strict regulations for the safe transportation of hazardous materials. (See response 7a above for more details). Compliance with all applicable Federal, State and local laws related to the transportation, use and storage of hazardous materials would reduce the likelihood and severity of accidents during transit, use and storage to a less than significant impact directly, indirectly and cumulatively. No Mitigation is required.				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9c. Response: (Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, Figure 5.13-4 – Other School District Boundaries, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code)				
Less Than Significant Impact. The project proposes to expand the Riverside Harley Davidson motorcycle Dealership and add parking along the southern side of the existing dealership. Potential hazardous materials and waste will not be different from previous potential hazards. Potential hazards include waste from cleaning products and motorcycles. The runoff from the expanded parking lot and building expansion will be treated in the on-site BMP basin at the North side of the site adjacent to Indiana Avenue, before leaving the site. The closest school is Casa Blanca Head Start, a preschool 0.05 miles away located at 7711 Casa Blanca Street. Although hazardous waste generated from the proposed showroom/storage addition may pose a health risk to nearby existing or proposed schools, all businesses that handle or have on-site transportation of hazardous materials are required to comply with the provisions of the City’s Fire Code and any additional regulations as required in the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. Compliance with existing Federal and State regulations impacts associated with the exposure of schools to hazardous materials caused by this project will be a less than significant impact directly, indirectly and cumulatively. No Mitigation is required.				

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"/>
9d. Response: (Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites; GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information; GP 2025 FPEIR Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites; DTSC EnviroStor online database; EPA Superfund online database)				
No Impact. A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have no impact to creating any significant hazard to the public or environment directly, indirectly or cumulatively. No Mitigation is required.				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9e. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999); Riverside County GIS Resource “Map My County” – County of Riverside Airport Land Use Commission, Staff Report, Prepared, 8-13-2020)				
Less Than Significant Impact. The proposed project was reviewed by ALUC and was found to be consistent on August 13, 2020. The project is located within Airport Compatibility Zone E of the Riverside Municipal Airport as depicted on Figure 5.7-2 of the General Plan 2025 Program FPEIR for the Riverside Municipal Airport as noted in the Riverside County Airport Land Use Compatibility Plan (RCALUCP). The project is consistent with the compatibility zone as well as in compliance with the land use standards in the RCALUP. The project will adhere to and implement the following conditions of approval:				
1. Any outdoor lighting installed shall be hooded or shielded to prevent either spillage of lumens or reflection into the sky.				
2. The following uses shall be prohibited:				
a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.				
b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.				
c. Any use which would generate smoke or water vapor or which would attract large concentration of birds, or which may otherwise affect safe air navigation within the areas. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)				
d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.				
3. The attached disclosure notice shall be provided to all potential purchasers, lessees, and/or tenants of the property.				
4. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and				

around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping.

As such, the project has been found to be consistent with the RCALUCP and impacts related to hazards from airports are **less than significant impacts** directly, indirectly and cumulatively. No Mitigation is required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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9f. Response: (Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)

Less Than Significant Impact. The project will be served by existing, fully improved streets. All streets have been designed to meet the Public Works Department and Fire Department specifications. Temporary street closing during construction will not be necessary. Therefore, the project will have a **less than significant impact** directly, indirectly and cumulatively to an emergency response or evacuation plan. No Mitigation is required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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9g. Response: (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas; GIS Map Layer VHFSZ 2010; City of Riverside’s EOP, 2002; Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2; OEM’s Strategic Plan; County of Riverside GIS Resource “Map My County”)

No Impact. The proposed project is located in an urbanized area where no wildlands exist and the property is not located within a Very High Fire Severity Zone (VHFSZ) or adjacent to wildland areas or a VHFSZ; therefore, **no impact** regarding wildland fires either directly, indirectly or cumulatively from this project will occur. No Mitigation is required.

10. HYDROLOGY AND WATER QUALITY.				
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

10a. Response: (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Project Specific Hydrology Study and/or Water Quality Management Plan prepared by Adkan Engineers on July 19, 2020)

Less Than Significant Impact. The project site is currently developed with close to 100 percent of impervious surface, with the exception of landscaped areas. Upon expansion of the building and parking lot for this project, the permeable area of the project site will increase slightly with additional landscaped area. A preliminary WQMP has been submitted and approved by the Public Works Department for this project. Furthermore, under the NPDES permit managed by the RWQCB, the project is not required to institute new water quality BMPs, as no new runoff will be generated from the project. Urban runoff is currently and will continue to be conveyed by local drainage facilities developed throughout the City to regional drainage facilities, and then ultimately to the receiving waters. To address potential water contaminants, the project is required to comply with applicable Federal, State, and local water quality regulations.

During the construction phase, a final approved WQMP will be required for the project, as well as coverage under the State’s General Permit for Construction Activities, administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. Given compliance with all applicable local, state, and federal laws regulating surface water quality and the fact that the project will not result in a net increase of surface water runoff, the proposed project as designed is anticipated to result in a **less than significant impact** directly, indirectly or cumulatively to any water quality standards or waste discharge. No Mitigation is required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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10b. Response: (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, and projects of Statewide, Regional or Areawide Significance: Water Supply Assessment prepared by Adkan Engineers on February 19, 2020)

Less Than Significant Impact. According to Riverside Public Utilities, the proposed project is located within the South Riverside Water Supply Basin. This proposed project will increase the amount of impervious surface in the area, but includes an infiltration basin detailed in the project-specific WQMP to allow for continued recharge to the groundwater supply basin. The project is required to connect to the City's sewer system and comply with all NPDES and WQMP requirements that will ensure the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there will be a **less than significant impact** to groundwater supplies and recharge either directly, indirectly or cumulatively. No Mitigation is required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on-or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

10i Response: (Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Water Quality Management Plan)

Less Than Significant Impact. The project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) for the prevention of runoff during construction. Erosion, siltation and other possible pollutants associated with long-term implementation of projects are addressed as part of the Water Quality Management Plan (WQMP) and grading permit process. Further, the project follows existing drainage patterns on the site and preserves existing intake and outlet locations and will not result in erosion or siltation on or off-site. Therefore, the project will have a **less than significant impact** directly, indirectly or cumulatively to existing drainage patterns. No Mitigation is required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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10ii Response: (Source: Preliminary grading plan, FEMA Flood Zones Map Panel 0720G, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Water Quality Management Plan)

Less Than Significant Impact. According to FEMA flood maps, the project site is located within the 500-year flood plain. The runoff from the project in a developed condition has been studied and is required to be attenuated on-site, so the off-site discharge is the same as the undeveloped condition. Therefore, there will be **less than significant impact** directly, indirectly or cumulatively in the rate or amount of surface runoff that it will not result in flooding on- or off-site. No Mitigation is required.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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10iii Response: (Source: Preliminary grading plan, and Project Specific – Hydrology Study, and Water Quality Management Plan)

Less Than Significant Impact. Within the scope of the project is the installation of storm water drainage system, specifically as described within the project description portion of this project. The storm water drainage system will be installed concurrently with the construction of this project, the storm water drainage system and will be adequately sized to accommodate the drainage created by this project. The project is expected to generate the following pollutants: sediment/turbidity, nutrients, trash and debris, oxygen demanding substances, bacteria and viruses, oil & grease, and pesticides. These expected pollutants will be treated through the incorporation of the site design, source control and treatment control measures specified in the project-specific WQMP. Therefore, as the expected pollutants will be mitigated through the project site design, source control, and treatment controls already integrated into the project design, the project will not create or contribute runoff water exceeding capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and there will be a **less than significant impact** directly, indirectly or cumulatively. No Mitigation is required.

iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10iv Response: (Source: Preliminary grading plan, and Project Specific – Hydrology Study, and Water Quality Management Plan)					
<p>Less Than Significant Impact. The proposed development will increase the amount of impervious surface area on the project site, as well as change existing grades and flows on-site. The project has been designed to redirect flows to the WQMP basin in front of the existing Harley Davidson dealership. The basin has been sized with the capacity of the project, accounting for new impervious areas. This impervious area includes paved parking areas, sidewalks, roadways, and building rooftops; all sources of runoff that may carry pollutants and therefore have the potential to degrade water quality. This development has been required to prepare and implement a WQMP. Preliminary BMPs, in compliance with the WQMP, have been approved by Public Works. With the implementation of the WQMP and basin design the proposed project will have a less than significant impact and requires no additional mitigation. No Mitigation is required.</p>					
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10d. Response: (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)					
<p>No Impact. Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis will occur directly, indirectly or cumulatively. Additionally, the proposed project site and its surroundings have generally flat topography and is within an urbanized area not within proximity to Lake Mathews, Lake Evans, the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain Area or any of the 6 arroyos which transverse the City and its sphere of influence. Therefore, there is no impact potential for seiche or mudflow exists either directly, indirectly or cumulatively. No Mitigation is required.</p>					
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10e. Response: (Source: CA DWR Groundwater Basin Boundary Assessment Tool; CA DWR SGMA Portal)					
<p>No Impact. The project is an infill project in an area not currently under a water quality control plan or sustainable groundwater management plan. A project-specific WQMP will be completed. Therefore, no impact directly, indirectly or cumulatively to implementation of a water quality control plan or sustainable groundwater management plan will occur. No Mitigation is required.</p>					
11. 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"/>	<input type="checkbox"/>
11a. Response: (Source: General Plan 2025 Land Use and Urban Design Element, Project Site Plan, City of Riverside GIS/CADME map layers, County of Riverside GIS “Map My County”)					
<p>No Impact. The project is currently served by fully improved public streets and other infrastructure. The project will include a General Plan Amendment, Change of Zone and Specific Plan Amendment to incorporate portions of two adjacent residential lots, purchased by the Motorcycle Company, into the Riverside Auto Center Specific Plan. The Motorcycle Company is processing a Lot Line Adjustment to reduce the residential lots to the minimum square footage requirement for R-1-7000 and expanding the Harley Dealership’s area. Further, the project will be consistent with the General Plan 2025, the Zoning Code, the Subdivision Code and the Citywide Design and Sign Guidelines once the General Plan Amendment and Change of Zone are approved. Therefore, no impact directly, indirectly or cumulatively to an established community will occur. No Mitigation is required.</p>					
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11b. Response: (Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, Title 19 – Zoning Code, Title 18 –					

Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines

Less Than Significant Impact. The project proposes a General Plan Amendment to change the Land Use from MDR (Medium Density Residential) to CRC (Commercial Regional Center). It also proposes a Change of Zone from R-1-7000 - Single Family Residential Zone to CG-S-2-X-25-SP - Commercial General, Building Stories (maximum of 2 stories), Building Setback (25 feet), and Specific Plan (Riverside Auto Center) Overlay Zones. Additionally, the project will include a Specific Plan Amendment to incorporate portions of two adjacent residential lots, purchased by the Motorcycle Company, into the Riverside Auto Center Specific Plan. The existing homes will not be removed, nor will the remaining lots be reduced to a smaller size than permitted by the R-1-7000 Zoning designation. This change allowing expansion of the Riverside Harley Davidson parking lot will reduce the number of customers and employees who have been parking in surrounding neighborhoods. Although the project is located within the boundaries of the MSHCP, it is not located in a Criteria Cell, Cell group, Conserved Lands, or in any Survey Areas. As well, the project is not a project of Statewide, Regional or Areawide Significance. As such, this project will have a **less than significant impact** on any land use plan, policy, or regulation directly, indirectly or cumulatively. No Mitigation is required.

12. MINERAL RESOURCES.

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

12a. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)

No Impact. The project does not involve extraction of mineral resources or heavy grading activity. No mineral resources have been identified on the project site and there is no historical use of the site or surrounding area for mineral extraction purposes. The project site is not, nor is it adjacent to, a locally important mineral resource recovery site delineated in the General Plan 2025, specific plan or other land use plan. Therefore, the project will have **no impact** on mineral resources directly, indirectly or cumulatively. No Mitigation is required.

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?

12b. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)

No Impact. The GP 2025 FPEIR determined that there are no specific areas with the City or Sphere of Influence Area which have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract state-designated resources. The proposed project is consistent with the General Plan 2025. Therefore, there is **no impact**. No Mitigation is required.

13. NOISE.

Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

13a. Response: (Source: Noise Impact Analysis for Harley Davidson Expansion Project, Prepared by Vista Environmental, dated July 15, 2020 (Appendix 1))

Less Than Significant Impact. The project will not have a significant effect on the environment related to noise as it is not anticipated to substantially increase the ambient noise levels for adjoining areas or 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 noise criteria listed in the City's Municipal Code and in the Noise Element of the GP 2025.

Operational Impacts

The operation of the proposed project may create an increase in onsite noise levels from noise impacts from the expansion of the existing Harley-Davidson building by a total of 6,200 square feet as well as expansion of the parking lot areas. The proposed expansion would not introduce any new noise sources, however would potentially expand current noise sources that include motorcycles operating in sales

area parking lot, rooftop HVAC and blower units, and mechanic and truck loading activities in service center area.

Section 7.25.010(B) of the City's Municipal Code limits noise levels at the nearby residential properties to 55 dBA between 7:00 a.m. and 10:00 p.m. and 45 dBA between 10:00 p.m. and 7:00 a.m., the following day. Section 7.25.010(D) of the City's Municipal Code limits air conditioning unit noise to 55 dBA anytime of the day. Since Project Design Feature 1 restricts the sales and service areas from being open during the nighttime noise sensitive period of 10:00 p.m. to 7:00 a.m., this analysis is limited to a comparison of the daytime noise standards. It should also be noted that the noise measurements found that the existing ambient noise level currently exceeds the 55 dBA noise standard at the adjacent residential and school property lines. As detailed in Section 7.25.010(B) of the Municipal Code, the noise standard shall be increased in 5 dB increments to encompass the ambient noise level, which would result in a noise standard of 60 dBA at the adjacent residential and property lines.

In order to determine the noise impacts from the proposed Harley-Davidson Expansion, reference noise measurements were taken of the existing Harley-Davidson facility, which have been detailed above in Section 6.2 and printouts of the reference noise measurements are provided in Appendix C. In order to account for the noise reduction provided by the proposed 6-foot high sound wall that is depicted on the proposed site plan and detailed in Project Design Feature 2, the Federal Highway Administration's (FHWA) FHWA-RD-77-108 noise model was utilized as depicted in the *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (TeNS), prepared by Caltrans, September 2013, and the noise calculation spreadsheet is provided in Appendix D. A summary of the reference noise measurements and calculated noise levels at the nearest homes and school from the operation of the proposed project is shown in Table F.

Table A – Onsite Operational Noise Levels at the Nearby Sensitive Receptors

Noise Source	Home to East		Homes and School to Southeast	
	Distance - Source to Property Line (feet)	Noise Level ¹ (dBA Leq)	Distance - Source to Property Line (feet)	Noise Level ¹ (dBA Leq)
Sales Area Parking Lot ²	10	57	10	57
Rooftop HVAC Unit ³	80	29	60	30
Rooftop Blower Unit ⁴	80	30	60	32
S Mechanic & Truck Loading ⁵	100	43	50	50
SE Mechanic & Truck Loading ⁶	100	51	50	57
Combined Noise Levels	58			60
City's Noise Standard⁷	60			60
Exceed City Noise Standard?	No			No

Notes:

¹ The calculated noise levels account for the noise reduction provided by the proposed 6-foot high wall along the east and southeast property lines (see Appendix E).

² The sales area parking lot is based on a reference noise measurement of 59.3 dBA at 15 feet.

³ The rooftop HVAC unit is based on a reference noise measurement of 65.1 dBA at 6 feet.

⁴ The rooftop blower unit is based on a reference noise measurement of 66.6 dBA at 6 feet.

⁵ The south mechanic and truck loading area is based on a reference noise measurement of 69.0 dBA at 10 feet.

⁶ The southeast mechanic and truck loading area is based on a reference noise measurement of 66.8 dBA at 30 feet.

⁷ The City noise standard is from Section 7.25.010(A) of the Municipal Code that limits noise to 55 dBA between 7 a.m. and 10 p.m.. Since the ambient without project noise exceeds 55 dBA (see Table C above), Section 7.25.010(B) states that if ambient exceeds standards, the standard shall be increased in 5 dB increments (i.e., 55 dB + 5 dB = 60 dB noise standard).

Source: Noise calculation methodology from Caltrans, 2013.

Table F shows that with implementation of Project Design Feature 1 that restrict operation of the sales and service areas between 10 p.m. and 7 a.m. and implementation of Project Design Feature 2 that requires construction of a 6-foot high block wall along the shared property line with the school and homes to the southeast and east, the proposed project's operational noise levels would be as high as 60 dBA at the school and homes located on the southeast side of the project site. The worst-case operational noise level of 60 dBA would be within the City's residential daytime noise standard of 55 dBA plus 5 dBA (55+5=60 dBA) to account for the existing ambient noise that currently exceeds the 55 dBA noise standard at the adjacent property lines. Therefore, with implementation of Project Design Features 1 and 2, the operational noise impacts would be **less than significant**.

Construction-Related Noise

The construction activities for the proposed project are anticipated to include demolition of a portion of the existing building and paved area on southeast side of the project site, grading of the area to be improved, building construction of the proposed 6,200 square foot expansion, paving of the proposed expansion of the parking lot, and application of architectural coatings. Noise impacts from construction

activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest offsite sensitive receptors to the project site consist of residents at the single-family homes located adjacent to the east and southeast sides of the project site as well as students at Case Blanca Head Start that is located adjacent to the south side of the project site. Section 7.35.020(G) of the City's Municipal Code exempts all construction-related noise from permitted construction activities that take place between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Section 7.35.020(G) also prohibits all construction activities on Sundays and federal holidays. Therefore, through adherence to allowable construction times provided in 7.35.020(G) of the Municipal Code, the construction activities for the proposed project would not create a substantial temporary increase in ambient noise levels that are in excess of applicable noise standards. Impacts would be less than significant.

The analysis found that through adherence to the noise regulations of the Municipal code and implementation of the project design features mentioned above, were adequate to limit all operation and construction related noise impacts to **less than significant** levels. No mitigation is required.

b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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13b. Response: (Source: Noise Impact Analysis for Harley Davidson Expansion Project, Prepared by Vista Environmental, dated July 15, 2020, Section 6.2, Table E (Appendix 1))

Less Than Significant Impact. The proposed project would not expose persons to or generation of excessive groundborne vibration or ground borne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the proposed project.

Construction Related Vibration Impacts

The construction activities for the proposed project are anticipated to include demolition of a portion of the existing building and paved area on southeast side of the project site, grading of the area to be improved, building construction of the proposed 6,170 square foot expansion, paving of the proposed expansion of the parking lot, and application of architectural coatings. Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest offsite sensitive receptors to the project site consist of residents at the single-family homes located adjacent to the east and southeast sides of the project site as well as students at Case Blanca Head Start that is located adjacent to the south side of the project site.

Since neither the City's General Plan nor the Municipal Code provides a quantifiable vibration level, Caltrans guidance provided in the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004 has been utilized, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources, which would include mobile construction equipment.

The primary source of vibration during construction would be from the operation of a bulldozer. From Table E above a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite structure (15 feet away) would be 0.16 inch per second PPV. The vibration level at the nearest offsite structure would be below the 0.25 inch per second PPV threshold detailed above. **Impacts would be less than significant.**

Operations-Related Vibration Impacts

The proposed project would consist of the expansion of the existing Harley-Davidson facility. The on-going operation of the proposed project would not include the operation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from the operation of the proposed project.

Table E: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/Lv at 25 ft	
	PPV (in/sec)	Lv (VdB)¹
Pile Driver (Impact), Typical	Upper range 1.518 typical 0.644	112 104
Pile Driver (Sonic), Typical	Upper range 0.734 Typical 0.170	105 93
Clam Shovel Drop (Slurry Wall)	0.202	94

Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer²	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Table K, Source: Noise and Vibration Impact Analysis (Appendix H).

¹ RMS vibration velocity in decibels (VdB) is 1 μ in/sec.

² Equipment shown in **bold** is expected to be used on site.

μ in/sec = micro inches per second

Lv = velocity in decibels

ft = feet

PPV = peak particle velocity

FTA = Federal Transit Administration

RMS = root-mean-square

in/sec = inches per second

VdB = vibration velocity decibels

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB (0.089 PPV [in/sec]) at 25 feet. The closest residential property is located approximately 70 feet north of the project site and thus will result in lower vibration levels than those listed in Table E. Although construction vibration levels at residential uses would have the potential to result in some annoyance, these vibration levels would no longer occur once construction of the project is completed. As such, impacts related to construction vibration will be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

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

13c. Response: *(Source: Noise Impact Analysis for Harley Davidson Expansion Project, Prepared by Vista Environmental, Section 7.4 (Appendix I))*

No Impact. The proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Riverside Municipal Airport that is located approximately 1.9 miles northwest of the project site. The project site is located outside of the 60 dBA CNEL noise contours of Riverside Municipal Airport. **No impacts** would occur from aircraft noise.

14. POPULATION AND HOUSING.

Would the project:

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

14a. Response: *(Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG's RCP and RTP)*

No Impact. The project is in an urbanized area and does not propose new homes or businesses that would directly induce substantial population growth, and does not involve the addition of new roads or infrastructure that would indirectly induce substantial population growth because the project only proposes expansion of the Riverside Harley Davidson showroom/storage and parking lot. Expansion of the parking lot will remove congestion from surrounding neighborhoods because customers and workers will no longer park on surrounding neighborhood streets. Therefore, this project will have not induce substantial unplanned population growth in the area and **no impact** will occur directly or indirectly. No mitigation is required.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

14b. Response: *(Source: CADME Land Use 2003 Layer, Google imaging, Riverside County GIS Resource “Map My County”)*

No Impact. The project will not displace existing people or housing, necessitating the construction of replacement housing elsewhere because the project site is proposed on a previously improved site that has no existing housing that will be removed or affected by the proposed project. Therefore, there will be **no impact** on existing housing either directly, indirectly or cumulatively. No mitigation is required.

15. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15a. Response: (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)				
No Impact. The project is in an urbanized area and does not propose new businesses. Adequate fire facilities and services are provided by Station #10 located at 2590 Jefferson Street, less than one mile from the project site, to serve this project. Therefore, this project will not result in the intensification of land use and there will be no impact on the demand for additional fire facilities or services either directly, indirectly or cumulatively. No mitigation is required.				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15b. Response: (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)				
No Impact. The project is in an urbanized area and does not propose new businesses. Adequate police facilities and services are provided by the Riverside Police Department located at 8181 Lincoln Avenue, less than one mile from the project site, to serve this project. Therefore, this project will not result in the intensification of land use and there will be no impact on the demand for additional police facilities or services either directly, indirectly or cumulatively. No mitigation is required.				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15c. Response: (Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, Table 5.13-G – Student Generation for RUSD and AUSD By Education Level, and Figure 5.13-4 – Other School District Boundaries)				
No Impact. The project is a non-residential use and will not involve the addition of any housing units that would increase numbers of school age children. Therefore, there will be no impact on the demand for additional school facilities or services either directly, indirectly or cumulatively. No mitigation is required.				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15d. 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)				
No Impact. The project is a non-residential use and will not involve the addition of any housing units that would increase the population. As a non-residential development, the project would still be subject to payment of Local Park Development and Trails Development Fees, pursuant to Sections 16.60 and 16.76 of the RMC, respectively. Payment of these fees would enable improvement or expansion of community parks and trail systems to offset any impact associated with the project. Therefore, there will be no impact on the demand for additional park facilities or services either directly, indirectly or cumulatively. No mitigation is required.				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

15e. 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)

No Impact. The project is in an urbanized area within an existing building and does not propose new businesses or residences. Adequate public facilities and service such as libraries and community centers and are not necessary to serve this project. Therefore, this project will not result in the intensification of land use and there will be **no impact** on the demand for additional public facilities or services either directly, indirectly or cumulatively. No mitigation is required.

16. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

16a. 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)

No Impact. The project is in an urbanized area and will not result in an intensification of land use. As a non-residential development, the project would still be subject to payment of Local Park Development and Trails Development Fees, pursuant to Sections 16.60 and 16.76 of the RMC, respectively. Payment of these fees would enable improvement or expansion of community parks and trail systems to offset any impact associated with the project. Therefore, there will be **no impact** on the demand for additional recreational facilities either directly, indirectly or cumulatively. No mitigation is required.

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?

16b. Response: (Source: Project plans)

No Impact. The project will not include new recreational facilities or require the construction or expansion of recreational facilities; however, the project would still be subject to payment of Local Park Development and Trails Development Fees, pursuant to Sections 16.60 and 16.76 of the RMC, respectively. Payment of these fees would enable improvement or expansion of community parks and trail systems to offset any impact associated with the project, therefore, there will be **no impact** directly, indirectly or cumulatively. No mitigation is required.

17. TRANSPORTATION

Would the project result in:

a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

17a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG's RTP)

No Impact. The project site is located on a previously developed/improved site where no increase in intensity of the use resulting in any measurable increase in traffic would occur. The expansion of the Riverside Harley-Davidson parking lot will actually reduce traffic congestion in surrounding neighborhoods because customers will no longer need to search for parking in the surrounding neighborhoods. Furthermore, the proposed increase in the building will not increase the intensity of operations of the existing Harley-Davidson Dealership. Therefore, **no impact** directly, indirectly or cumulatively to the capacity of the existing circulation system will occur. No mitigation is required.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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17b. Response: (Source: CEQA text of Section 15064.3; Google maps, RTA maps)

No Impact. The project site is located on a previously developed site where no increase in intensity of use will occur due to the expansion of the showroom/storage and parking lot. Multiple transit stations exist within one-half mile of the project site. The project will have **no impact** on vehicle miles traveled to and around the project site. No mitigation is required.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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17c. Response: (Source: Riverside County Airport Land Use Compatibility Plan)

No Impact. The project site is located on a previously developed site where no increase in intensity of use will occur due to the expansion of the showroom/storage and parking lot. The project does not propose any new public or private airstrips, nor does it propose a building greater than 100 feet in height that would conflict with the Airport Compatibility Plan. Therefore, the project will have **no impact** directly, indirectly, or cumulatively to air traffic patterns. No mitigation is required.

d. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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17d. Response: (Source: Project Site Plans, Lane Striping and Signing Plans)

Less Than Significant Impact. The proposed project is compatible with adjacent existing uses. It proposes the expansion of the Riverside Harley-Davidson parking lot and showroom expansion. It does not include additional driveways into the adjacent streets. Additionally, it has been designed so as not to cause any incompatible use or additional or any hazards to the surrounding area or general public. This project will have a **less than significant impact** on increasing hazards through design or incompatible uses either directly, indirectly or cumulatively. No mitigation is required.

e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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17e. Response: (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)

No Impact. The project is located on a site that is currently developed. Additions to the warehouse and parking lot have been developed in compliance with Title 18, Section 18.210.030 and the City's Fire Code Section 503 (California Fire Code 2007); therefore, there will be **no impact** directly, indirectly or cumulatively to emergency access. No mitigation is required.

18. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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18a. Response: (Source: California Office of Historic Preservation List of Historical Resources, Phase 1 Cultural Resources Assessment for the Harley Davidson Expansion Project, Paleowest, dated July 2, 2020 (Appendix 4))

Less Than Significant Impact With Mitigation. The project site is located on a previously developed site and proposes the expansion of the Riverside Harley-Davidson Dealership and parking lot. Because the site has been previously developed, any potential historical resources would have been discovered and addressed/relocated during previous grading and development. The site is not in a historic district and is not listed as a California Historical Resource, nor is it near one. However, should Tribal Cultural Resources be identified

during the construction of the proposed expansion, implementation of mitigation measures (MM-CUL-1 through MM-CUL-4) will reduce potential impacts to a **less than significant with mitigation**.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision © of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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18b. Response: (Source: California Office of Historic Preservation List of Historical Resources, Phase 1 Cultural Resources Assessment for the Harley Davidson Expansion Project, Paleowest, dated July 2, 2020 (Appendix 4))

Less Than Significant Impact With Mitigation. The proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are "historically significant" resources. CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (Public Resources Code Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code Section 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered. Additionally, any proposed project that may affect historically significant cultural resources must be submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the responsible agency and prior to construction.

SB 18 and AB 52 have both been sent to required tribes and have closed as follows:

Per SB18 and AB 52, Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such project. On June 9, 2020 notices were sent via certified mail to 14 tribes identified by the Native America Heritage Commission in accordance with Government Code Section 65352.3 (SB 18). Agua Caliente Band of Cahuilla Indians and Soboba Band of Luiseño Indians requested consultation and as a result, mitigation measures (MM CUL-1 through MM CUL-4) will be applied to the project.

On June 4, 2020 the City of Riverside sent the required notices to the relative tribes though certified mail in accordance with Assembly Bill 52. The following Native American Tribes were notified: Morongo Band of Mission Indians, San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Pechanga Band of Luiseño Mission Indians, Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, Morongo Band of Mission Indians, Cahuilla Band of Indians, San Manuel Band of Mission Indians, Agua Caliente Band of Cahuilla Indians. Rincon Band of Luiseño Indians and Soboba Band of Luiseño Indians requested consultation. As a result of AB 52 consultation with interested tribes, mitigation measures (MM CUL-1 through MM CUL-4) will be applied to the project. Should Tribal Cultural Resources be identified during the construction of the proposed expansion, implementation of mitigation measures (MM-CUL-1 through MM-CUL-4) will reduce potential impacts to a **less than significant with mitigation**. No mitigation is required.

19. UTILITIES AND SYSTEM SERVICES.

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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construction or relocation of which could cause significant environmental effects?				
19a. Response: (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 and Wastewater Integrated Master Plan and Certified EIR.)				
No Impact. The proposed 6,200 square foot expansion to the existing Harley-Davidson Dealership and addition of parking will not result in the construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities. The project is consistent with the Typical Growth Scenario of the General Plan 2025 where future water and wastewater generation was determined to be adequate (see Tables 5.16-G and 5.16-K of the General Plan 2025 Final PEIR). Therefore, the project will have no impact resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively. No mitigation is required.				
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19b. Response: (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR), Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, RPU Master Plan)				
No Impact. The proposed 6,200 square foot expansion to the existing Harley-Davidson Dealership and addition of parking would not exceed the planned density of the area, so it will not exceed expected water supplies. The project is consistent with the General Plan 2025 Typical Growth Scenario where future water supplies were determined to be adequate (see Tables 5.16-E, 5.16-F, and 5.16-G of the General Plan 2025 Final PEIR). Therefore, the project will have no impact resulting in the insufficient water supplies either directly, indirectly or cumulatively. No mitigation is required.				
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the 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"/>
19c. Response: (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 - Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, and Wastewater Integrated Master Plan and Certified EIR)				
No Impact. The project will not exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board. The project will not intensify land use; operation of the project will remain the same after construction. The project is consistent with the General Plan 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the General Plan 2025 Final PEIR). Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. Therefore, no impact to wastewater treatment directly, indirectly or cumulatively will occur. No mitigation is required.				
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19d. Response: (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)				
No Impact. The project is located on previously developed land and does not propose to intensify land use. Because operation of the project will remain the same after construction, the project is consistent with the General Plan 2025 Typical Build-out Project level where future landfill capacity was determined to be adequate (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, no impact to landfill capacity will occur directly, indirectly or cumulatively. No mitigation is required.				
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

19e. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)

No Impact. The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. Operation of the site will remain the same post-construction as it was prior to the expansion of the warehouse and parking lot. The proposed project must comply with the City's waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, **no impacts** related to solid waste statutes will occur directly, indirectly or cumulatively. No mitigation is required.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

20a. Response: (Source: City of Riverside General Plan 2025 Public Safety Element, Riverside County GIS Resource "Map My County")

No Impact. The project site is in an urbanized area, on a previously developed site, and is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project will not intensify land use or substantially increase the amount of people employed by the Riverside Harley-Davidson warehouse. Therefore, **no impacts** to adopted emergency response or evacuation plans will occur directly, indirectly or cumulatively. No mitigation is required.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

20b. Response: (Source: City of Riverside General Plan 2025 Public Safety Element, Riverside County GIS Resource "Map My County")

No Impact. The project site is in an urbanized area, on a previously developed site, and is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project will not intensify land use or substantially increase the amount of people employed by the Riverside Harley-Davidson warehouse. Therefore, **no impacts** to occupants as a result of wildfire will occur. No mitigation is required.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

20c. Response: (Source: City of Riverside General Plan 2025 Public Safety Element, Riverside County GIS Resource "Map My County")

No Impact. The project site is in an urbanized area, on a previously developed site, and is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project will not intensify land use or substantially increase the amount of people employed by Riverside Harley-Davidson, nor will it require the installation or maintenance of associated infrastructure. Therefore, **no impacts** as a result of new infrastructure will occur. No mitigation is required.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

20d. Response: (Source: City of Riverside General Plan 2025 Public Safety Element, Riverside County GIS Resource "Map My County")

No Impact. The project site is in an urbanized area, on a previously developed site, is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and is not located in a flood hazard zone. The site is not located on or near

areas of large, steep, or unstable slopes. The project will not intensify land use or substantially increase the amount of people employed by the Riverside Harley-Davidson warehouse. Therefore, **no impacts** to occupants as a result of flooding or landslides will occur. No mitigation is required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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21a. Response: (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, and Habitat Assessment prepared by Gonzalez Environmental Consulting, LLC on 4-24-2020 – 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, Title 20 of the Riverside Municipal Code, and site specific Cultural Resources Survey prepared by Paleowest on July 2, 2020 (Appendix 4))

Less Than Significant With Mitigation. Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study, and were all found to be **less than significant**. Additionally, this project is categorized as redevelopment, further reducing negative environmental impact potential. Potential impacts to cultural, archaeological and paleontological resources related to major periods of California and the City of Riverside’s history or prehistory were discussed in the Cultural Resources Section of this Initial Study. The proposed project will implement Cultural Mitigation Measures (CUL1 – CUL 4) to stay consistent with City requirements. Therefore, the project has been found to have a **Less Than Significant Impact With Mitigation**.

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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21b. Response: (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)

Less Than Significant Impact. Because the project is consistent with the General Plan 2025, no new cumulative impacts are anticipated and therefore cumulative impacts of the proposed project beyond those previously considered in the GP 2025 FPEIR are **less than significant**.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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21c. Response: (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program; Noise Impact Analysis for Harley Davidson Expansion Project, Prepared by Vista Environmental, dated July 15, 2020 (Appendix 1); Air Quality and Greenhouse Gas Emissions Impact Analysis - Harley Davidson Facility Project, Prepared by Vista Environmental on 7-3-2020 (Appendix 3); Soil Exploration Company Inc, 2-7-2017, Geotechnical Report (Appendix 5))

Less Than Significant Impact. Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology & water quality, noise, population and housing, hazards and hazardous materials, and traffic sections of this initial study and found to be less than significant for each of the above sections. Based on the analysis and conclusions in this initial study, the project will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are **less than significant**.

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

Staff Recommended Mitigation Measures

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Cultural Resources	<p>MM-CUL-1 Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact consulting tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, developer/applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the developer/applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the project site if the site design and/or proposed grades should be revised. In the event of inadvertent discoveries of archaeological resources, work shall temporarily halt until agreements are executed with consulting tribe, to provide tribal monitoring for ground disturbing activities</p>	<p>Prior to issuance of grading permit, if there are any changes to project site design and/or proposed grades.</p>	<p>Community & Economic Development Department, Planning Division Public Works Department</p>	<p>Consultation logs showing Applicant's effort to contact interested tribes and the outcome of any such consultation</p>
Cultural Resources	<p>MM-CUL-2: On call Project Archaeologist: Prior to the issuance of a grading permit, the Property Owner/Developer shall provide a letter from a County certified Archaeologist and Paleontologist stating that the Property Owner/Developer has retained these individuals, and that the Archaeologist and Paleontologist shall be on call during all grading and other significant ground-disturbing activities in native sediments.</p>	<p>Prior to issuance of grading permit.</p>	<p>Community & Economic Development Department, Planning Division Qualified Archaeologist Monitor Qualified Paleontologist Monitor Property Owner/Developer</p>	<p>Submission of an Archaeological Monitoring Plan</p>

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

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Cultural Resources	<p>MM-CUL-3 Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> Consulting Tribes Notified: within 24 hours of discovery, the consulting tribe(s) shall be notified via email and phone. The developer shall provide the City evidence of notification to consulting tribes. Consulting tribe(s) will be allowed access to the discovery, in order to assist with the significance evaluation. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ul style="list-style-type: none"> Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; 	On-going through grading and/or ground disturbing activities	Community & Economic Development Department, Planning Division Project Applicant Landowner Qualified Archeological Monitor Consulting Tribe(s)	If resources are found and curated, a copy of the curation agreement shall be provided to the City. Submission of a Phase IV Monitoring Report.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
	<p>b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;</p> <p>c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Museum of Riverside by default; and</p> <p>d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center, and consulting tribes.</p>			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Cultural Resources	<p>MM-CUL-4 Cultural Sensitivity Training: The Secretary of Interior Standards County certified archaeologist and Native American monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.</p>	During pre-grading meeting.	Community & Economic Development Department, Planning Division Building & Safety Division Public Works Department Qualified Archeological Monitor	Submission of a Phase IV Monitoring Report.