



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

EXHIBIT E

REZONING, CONDITIONAL USE PERMIT, DESIGN REVIEW, FINDINGS OF PUBLIC CONVENIENCE AND/OR NECESSITY

AGENDA ITEM NO.: 3

WARD NO: 5

NEIGHBORHOOD: Arlington South

PLANNING COMMISSION HEARING DATE: June 19, 2014

- I. CASE NUMBER(S):** **P14-0341** (Rezoning)
P13-0967 (Conditional Use Permit)
P13-0968 (Design Review)
P14-0342 (Findings of Public Convenience or Necessity)

II. PROJECT SUMMARY:

1) Proposal: To consider:

- 1) An **Amendment to the Zoning Code** (Title 19 of the Municipal Code) to rezone approximately 1.2 acres of vacant land from the R-1-7000-SP – Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones to the CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones;
- 2) A **Conditional Use Permit** to allow construction of a vehicle fuel station with an automated vehicle wash facility and two self-service (coin-operated) vehicle wash facilities and the concurrent off-sale of beer and wine in conjunction with vehicle fuel sales;
- 3) The **Design Review** of a plot plan and building elevations for an approximately 4,760 square-foot vehicle fuel canopy structure, an approximately 4,700 square-foot convenience store with second-story office and storage areas, an approximately 2,277 square-foot attached vehicle wash facility with a single-lane automated vehicle wash and two-lane self-service (coin-operated) vehicle wash bays; and
- 4) **Findings of Public Convenience and/or Necessity** to permit a second off-sale alcohol license in the subject Census Tract where a maximum of one off-sale license is expected.

2) Location: Approximately 1.2 vacant acres of a 13 acre site situated on the northeasterly corner of La Sierra Avenue and Indiana Avenue, adjacent to and southerly of the existing La Sierra Metrolink station and parking lot

- 3) **Applicant:** Fred Cohen
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Corona, CA 92880
- 4) **Case Planner:** Kyle Smith, Associate Planner
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III. RECOMMENDATION:

That the City Planning Commission:

1. **RECOMMEND** that the City Council **DETERMINE** that this proposed project will not have a significant effect on the environment based on the findings set forth in the case record and recommend the City Council adopt a Mitigated Negative Declaration;
2. **RECOMMEND ADOPTION** of the Mitigation Monitoring and Reporting Program (MMRP) pursuant to CEQA Section 21081.6;
3. **RECOMMEND APPROVAL** of Planning Cases **P14-0341** (Rezoning), **P13-0967** (Conditional Use Permit), **P13-0968** (Design Review) and **P14-0342** (Findings of Public Convenience and/or Necessity) based on the findings outlined in the staff report and summarized in the following findings and subject to the recommended conditions attached:
 - a. The proposed CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones is substantially compatible with the goals, policies, and objectives of the General Plan 2025 as follows:
 - i. The rezoning will allow for mixed-use development at varying intensities at selected areas as a means of revitalizing underutilized urban parcels (Policy LU-8.3);
 - ii. The rezoning will allow for the designation of areas for urban land uses where adequate public facilities and services exist or are planned, in accordance with the public facilities and service provisions policies of this General Plan (Policy LU-9.3);
 - iii. The rezoning will optimize development opportunities on underutilized and undeveloped parcels near the La Sierra Metrolink station to create appropriately scaled developments that enhance and protect nearby neighborhoods while benefitting the community at large (Objective LU-66); and
 - iv. The rezoning will not adversely affect surrounding properties; and will promote public health, safety, and the general welfare of the community.
 - b. The proposed CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones will facilitate the proposed project, as per Section 19.150,(Permitted Land Uses) vehicle fuel stations and ancillary vehicle wash facilities and concurrent alcohol sales may be permitted subject to consideration and approval of a Conditional Use Permit in the proposed zone;

- c. Based on the analysis provided in the staff report and with the implementation of the recommended conditions of approval, the necessary findings from Section 19.760.040 (Required findings for a Conditional Use Permit) can be made, as follows:
 - i. The proposal is substantially compatible with other existing and proposed uses in the area, including factors relating to the nature of its location, operation, building design, site design, traffic characteristics and environmental impacts;
 - ii. The proposal will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to the environment or to the property or improvements within the area; and
 - iii. The proposal will be consistent with the purposes of the Zoning Code with the approval of the rezoning and the application of any required development standards is in the furtherance of a compelling governmental interest and is the least restrictive means of furthering that compelling governmental interest;
- d. Based on the analysis provided in the staff report and with the implementation of the recommended conditions of approval, the necessary findings from Section Chapters 19.410 (Vehicle Fuel Stations) can be made as follows:
 - i. The proposed use will not substantially increase vehicular traffic on streets in a residential zone, and the proposed use will not substantially lessen the usability and suitability of adjacent or nearby residentially zoned property for residential use;
 - ii. The proposed use will not substantially lessen the usability of adjacent or nearby commercially-zoned property for commercial use by interfering with pedestrian traffic;
 - iii. The proposed use will not create increased traffic hazards to pedestrians and is not located in close proximity of a school, or an assembly of people;
 - iv. The proposed site is served by streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by such use; and
 - v. The proposed site is adequate in size and shape to accommodate said use, and to accommodate all yards, walls, parking, landscaping and other required improvements;
- e. With the staff recommended conditions of approval, safety and security measures will be applied to this use to help further ensure that the use is well managed and compatible with the surrounding neighborhood; and
- f. The proposed development is compliance with the majority of the standards applicable to vehicle fuel stations, vehicle wash facilities, and concurrent off-sale of alcohol and motor vehicle fuel. Any requested variances to implement the project as proposed can be justified, as detailed in this report. While findings of public convenience and/or necessity are required as the subject census tract is over-concentrated with off-sale alcohol licenses, the necessary findings can be made, as detailed in this report.

IV. BACKGROUND/HISTORY:

The project site consists of a 1.2 acre portion of a vacant 13 acre site situated on the northeasterly corner of La Sierra Avenue and Indiana Avenue, adjacent to and southerly of the existing La Sierra Metrolink station and parking lot. Existing development on the 13 acre parcel consists of the La Sierra Metrolink parking lot. The vacant pad, where the proposed project is located, was established as part of the expansion of the Metrolink parking lot in 2002, approved under Planning Case CU-028-945, and has been utilized as a drainage basin for the parking lots. As a matter of information, the City Planning Commission recommended approval of a 187 unit transit-oriented development located on the balance of the subject pad and the adjacent northerly pad on May 8, 2014.

The project site is uniquely situated with primary street frontage from Indiana Avenue to the south. The site is generally at-grade with Indiana Avenue; however the westerly frontage along La Sierra Avenue is significantly sloped as La Sierra Avenue rises to the north as the street extends over a railroad grade-separation and State Highway 91. The grade difference poses limitations in access and visibility into the project site from La Sierra Avenue.

V. DETAILED PROJECT DESCRIPTION:

The applicant is proposing to establish a vehicle fuel station with related retail sales and services on the subject site. The proposed vehicle fuel station will contain eight pumps under an approximately 4,760 square-foot vehicle fuel canopy, an approximately 4,700 square-foot convenience store with second story office and storage areas and vehicle wash facilities, including a single-lane automated vehicle wash bay and two-lane self-service (coin-operated) vehicle wash bays. The convenience store will have a minimum of two employees on each shift and will operate 24 hours a day. The car wash is proposed to operate 24 hours a day as well. In conjunction with this project, the applicant is proposing the concurrent sale of motor vehicle fuel and the off-sale of beer and wine within the convenience store.

The proposed building architecture includes towers on each corner of the front elevation of the building. Additionally, cornice trim, a stacked stone base, and earth-tone colors are proposed to be utilized on the exterior of the convenience store building. The gas canopy has been designed to match the new convenience store building with similar architectural treatments and colors. Primary vehicular access to the vehicle fuel station is proposed from a proposed two-way driveway along the Indiana Avenue frontage that will be shared with the adjacent transit-oriented residential development to the east. A second driveway along the La Sierra Avenue frontage is proposed and will be limited to ingress only to the site.

To facilitate the proposed project, the following entitlements are requested:

- An Amendment to the Zoning Code (Title 19 of the Municipal Code) to rezone approximately 1.2 acres from the R-1-7000-SP – Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones to the CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones;
- A Conditional Use Permit to allow construction of a vehicle fuel station with an automated vehicle wash facility and two self-service (coin-operated) vehicle wash facilities and the concurrent off-sale of beer and wine in conjunction with vehicle fuel sales;

- Findings of Public Convenience and/or Necessity to permit a second off-sale alcohol license in the subject Census Tract where one off-sale license is expected; and
- The Design Review of the plot plan and building elevations for an approximately 4,760 square-foot vehicle fuel canopy structure, an approximately 4,700 square-foot convenience store with second story office and storage areas, an approximately 2,277 square-foot attached vehicle wash facility with a single-lane automated vehicle wash bay and a two-lane self-service (coin-operated) vehicle wash bays.

An approximately 12,758 square-foot portion of the project site located directly contiguous to La Sierra Avenue is located within the public-right-of-way. Designed as McMillian Street, this area is not developed for street purposes and is only retained as right-of-way to provide access to the adjacent flood control channel, railroad, and La Sierra Avenue Bridge. In order for the proposed project to be constructed, this area will be required to be removed from the public right-of-way. The applicant has submitted a concurrent Summary Vacation case (Planning Case P14-0091) which will be considered by the City Council in conjunction with the proposed project.

VI. LOCATION/SURROUNDING LAND USES:

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	vacant pad within the La Sierra Metrolink parking lot	MU-U – Mixed Use Urban	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
North	La Sierra Metrolink Station	MU-U – Mixed Use Urban	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
South (across Indiana Avenue)	Single Family Residential (Riverwalk Vista development)	MDR – Medium Density Residential	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
East	Vacant	MU-U – Mixed Use Urban	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
West (across La Sierra Avenue)	Vacant and Commercial Uses	MU-U – Mixed Use Urban and C-Commercial	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones and CR – Commercial Retail Zone

VII. PROJECT ANALYSIS:

- **General Plan/Specific Plan/Zoning Conformance:**

	Existing	Proposed
General Plan	MU-U – Mixed Use Urban	Not Proposed to Change
Specific Plan	Planning Area 1 of Riverwalk Vista Specific Plan	Not Proposed to Change
Zoning	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones	CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones

Per the City’s General Plan 2025 land use and urban design element, the project site is within the MU-U – Mixed Use Urban General Plan land use designation. The proposed vehicle fuel station with convenience store and vehicle wash facility constitutes a “horizontal” mix of uses on the project site, when combining the project with the adjacent recently recommended transit-oriented residential development located directly adjacent to the project site. The mix of uses facilitated by this project will further the objectives of the MU-U General Plan designation, which is intended for high-density residential development, including transit-oriented developments and ancillary commercial and retail uses to serve the neighborhood and greater area.

The proposal to rezone the approximately 1.2 acre project site from the R-1-7000-SP–Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones to the CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones can be supported as well, as the proposed rezoning will facilitate a project which contributes to a mix of uses consistent with the MU-U General Plan designation. The existing single family residential zoning of the property is not consistent with the current MU-U General Plan designation for this site and the current zoning would not allow for the proposed vehicle fuel station to be constructed on this site. While the proposed CG-SP Zone is not directly consistent with the current MU-U General Plan land use designation, exact zoning and General Plan consistency is not required for Charter Cities in California. Furthermore, the project has been designed to integrate with the recently considered, adjacent, transit-oriented residential development, as elements (i.e. pedestrian connections) to create a cohesive horizontal “mixed-use” area surrounding the La Sierra Metrolink Station.

The Riverwalk Vista Specific Plan was originally established in 1991 and has been revised several times over the years. “Planning Area 1” of the Riverwalk Vista Specific Plan is an approximately 20 acre area located on the northerly side Indiana Avenue, easterly of La Sierra Avenue. Currently, the La Sierra Metrolink station parking lot exists in Planning Area 1 and the recently considered 1987 unit Transit Oriented Development was approved for a majority of the balance of Planning Area 1. The horizontal mix of uses on the site is considered consistent with the General Plan 2025 and the vision for Planning area 1 of the Riverwalk Vista Specific Plan as the proposed project entails the development of a commercial component on a larger site, which already includes parking for public transit and a tentatively approved, but not yet constructed, residential transit-oriented development.

Under the proposed zoning of CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones, a vehicle fuel station and the off-sale of beer and wine concurrently with motor vehicle fuel sales would be conditionally permitted and subject to compliance with the provisions of Chapters

19.410 (Vehicle Fuel Stations), 19.425 (Vehicle Wash Facilities), and Chapter 19.450 (Alcohol Sales) of the Zoning Code.

Compliance with Vehicle Fuel Station and Vehicle Wash Facility Development Standards:

The proposal was analyzed for compliance with the development standards applicable to vehicle fuel stations and vehicle wash facilities, and it complies with the majority of the standards, except that parking spaces are proposed within the 30-foot setback area along both streets, where the Zoning Code only allows landscaping and vehicle maneuvering areas within the 30-foot setback area along streets. Per the Zoning Code, The prescribed setback areas may only be used for the passage or temporary standing of automobiles, landscaping, signs and light poles. As the proposed project includes parking spaces within 15 feet from the property line along Indiana Avenue, a variance is being requested by the applicant.

The applicant has prepared justifications in support of this variance, which are attached to this report (Exhibit 10). Supplemental variance justifications, prepared by staff, are also provided in support of this variance (Exhibit 11). The requested variance for the parking space setback encroachment can be supported in this instance given that a 15-foot landscape setback is provided and the project is designed to well exceed standards for internal drive aisles and vehicle maneuvering areas.

Compliance with Alcohol Sales Standards:

The proposal was also analyzed for compliance with the site location, development and operation standards applicable to the concurrent sale of motor vehicle fuel and alcoholic beverages, which include provision for distance separations from residentially zoned or developed properties, parks, schools, churches, and other facilities that sell alcohol for off-site consumption, and the proposal complies with all of the applicable criteria. The proposal was analyzed for compliance with the development standards applicable to concurrent sale of motor vehicle fuel and alcoholic beverages, and it complies with the majority of the standards, except that the proposal to sell beer and wine would be within 100 feet of existing or planned residential development

The applicant is requesting a variance to allow for beer and wine sales from the proposed convenience store, which is within is within approximately 40 feet a future boundary line separating the vehicle fuel station property from the residential transit-orientated development site to the east of the fuel station. Even though the proposed fuel station and the residential transit-oriented development are on one parcel, the future zoning boundary would be approximately 40 feet to the east of the easternmost wall of the convenience store. The applicant prepared justifications in support of this variance, which are attached to this report (Exhibit 10). Supplemental variance justifications, prepared by staff, are also provided in support of the variances (Exhibit 11). The requested variance can be supported in this instance as the actual residential buildings are well more than 100 feet from the convenience store. Also, the proposed project has been conditioned to provide the necessary security measures, to reduce potential conflicts with adjacent residential areas.

o *Police Department Comments*

In addition to the above, the Police Department has reviewed the proposal and indicates no objection to the proposed sale of beer and wine for off-site consumption at this location (Exhibit 13). Conditions have been recommended by the Police Department to insure that the use is conducted in a manner compatible with the surrounding uses. The Police

Department recommended conditions include, but are not limited to, provisions prohibiting the sale of fortified wine or liquor “singles”, provision for sufficient parking lot and other on-premises lighting, provision for signs prohibiting the consumption of alcoholic beverages on the premises, and that the management maintains the site free of litter and graffiti. Further, a six month review is recommended and a provision requiring consideration of CUP revocation should three or more verified complaints specifically tied to the management and sales of alcohol be recorded within any 12-month period.

○ *Public Convenience or Necessity (PCorN)*

The subject vehicle fuel station is located on the northwesterly boundary of Census Tract 414.03. According to the California Department of Alcoholic Beverage Control (ABC), there is one off-sale alcohol sales licenses within the subject Census Tract in which the project site is located. The ABC has authorized a maximum of one off-sale license in the subject Census Tract. If the CUP is granted to allow for the requested off-sale beer and wine concurrent to vehicle fuel sales, this facility will hold the second off –sale license in the Census Tract. Therefore, ABC will not issue the additional license unless the City makes a finding of Public Convenience or Necessity (PCorN) pursuant to State law.

Census Tract 414.03 primarily consists of residential and institutional land uses. The one business licensed for the off-sale of alcohol located is located at 10555 Indiana Avenue (M & M Liquor & Market). As shown on Exhibit 9, this business is located well over 1,000 feet from the project site (approximately 0.7 miles). The issuance of the off-sale alcoholic beverage license for this location meets the public convenience or necessity test as set forth in Section 23958.4 of the Business and Professions Code, based on the following findings:

1. The sale of alcohol will be clearly incidental as evidenced by the relatively small display area for beer and wine (on shelves and within coolers) that will constitute only about 1.7% of the gross floor area. The store caters to shoppers who come in for general merchandise and purchase alcoholic beverages as a convenience while purchasing vehicle fuel and other merchandise. Therefore, the sale of alcohol is a convenience for shoppers, not typically the sole purpose for the visit to the store;
2. According to the applicant, off-sale of beer and wine is anticipated to amount to a small percentage of the gross sales at this facility, given the wide array of general and convenience merchandise sold at the facility. Therefore, it can be found that alcohol sales are not a primary function of the establishment;
3. The Police Department does not oppose the proposed beer and wine sales concurrent to vehicle fuel sales at this location, provided specific conditions related to the management, education and security of the facility are required in order to insure the business is well-managed and operated in a manner which is compatible with the surrounding businesses and will assist in crime prevention;
4. The project site is located along an established and well-traveled commercial corridor (La Sierra Avenue) and adjacent to a major highway (SR-91). While the project site is located in the same census tract as one other off-sale license, none are located within 1,000 feet of the project site. While there are four existing off-sale alcohol licenses located in shopping centers on the easterly side of La Sierra Avenue, including one

vehicle fuel station with an off-sale alcohol license, these licenses are located within a different Census Tract (414.04). However, adding one additional alcohol license to the surrounding area will not serve to further the concentration of alcohol licenses within a specific area of a census tract or a larger subset of the community;

5. The adjacent Census Tract (414.04) contains large retail outlets (Ralphs, Stater Bros. and CVS) which have off-sale alcohol licenses and a large variety of general merchandise to serve the neighborhood in a convenient fashion. It is a convenience for motorists and residents to be able to purchase beer and wine while purchasing vehicle fuel and/or a vehicle wash without having to drive to another neighborhood or make multiple stops. While the proposed project will likely primarily serve customers seeking vehicle fuel, it will also provide an additional convenience to the area for alcohol sales.
6. The proposed vehicle fuel station has been designed to provide adequate parking, visibility, access, and lighting and thus would provide a safe and secure environment in which to conduct alcohol sales.

- **Design Analysis:**

Site Design

The gas canopy and pump dispensers are proposed to be situated approximately 80 feet from the property line along Indiana Avenue and 43 feet from the property line along La Sierra Avenue, with a 15-foot landscaped setback along both street frontages. The convenience store and car wash building is proposed to be set back approximately 175 feet from the property line along Indiana Avenue and 45 feet from the property line along La Sierra Avenue. The vehicle wash facility will have access only for ingress and egress of vehicles and has been designed to optimize overall site circulation, consistent with the applicable site development standards in the Zoning Code. All applicable site operation standards relative to the fuel station and vehicle wash facility uses have been incorporated into the recommended conditions of approval.

With respect to the summary vacation described earlier, the City has coordinated with all applicable departments and agencies and recommends that limited vehicular access to the flood control channel, railroad, and the La Sierra Avenue Bridge be provided via a driveway along the westerly side of the site, as depicted on the conceptual grading plan, adjacent to the vehicular stacking lane for the car wash. Staff recommends a condition that the final configuration of this access be coordinated with City Staff prior to permit issuance.

The applicant has expressed intent to work with the RCTC, the current property owner, to deed the project site into a separate parcel. Pursuant to the California Subdivision Map Act, this subdivision is not required to go through the City's process as RCTC is a separate public agency. However, the proposed parcels, as designed, meet all applicable standards for parcels in the CG Zone for vehicle fuel stations.

Vehicular Access and Circulation

Vehicular access to the site is proposed to be provided via a two-way driveway along Indiana Avenue, which is to be shared with the tentatively approved adjacent transit-oriented residential development. Additionally, a secondary, ingress only driveway is proposed along the La Sierra Avenue frontage. La

Sierra Avenue is identified as a 110-foot wide arterial and Indiana Avenue is identified as an 88-foot wide arterial under the Circulation and Community Mobility Element of the General Plan. Both streets are fully improved with paving, curb, gutter and sidewalk.

Tanker trucks servicing the fuel station will enter the site utilizing the shared driveway off of Indiana Avenue. The proposed site plan (Exhibit 5) includes a circulation and turning templates for the trucks. The templates show that there will be sufficient maneuvering area for the large tanker trucks. Moreover, the proposed automated vehicle wash facility includes sufficient stacking of at least two vehicles in a manner that will not otherwise interfere with on-site circulation. Based on the above, the internal circulation pattern for this proposed project can be supported.

In conjunction with review of the submitted Traffic Impact Analysis prepared for this project, the Public Works Department recommends the proposed driveway on Indiana Avenue shall be restricted to right turn ingress and egress only. The proposed driveway on La Sierra Avenue shall be restricted to right turn ingress only, and that a raised center median be installed on Indiana Avenue easterly of La Sierra Avenue to prohibit left-turn movements to Public Works specifications. Further, it is recommended that a dedicated westbound right-turn lane on Indiana Avenue approaching La Sierra be installed in conjunction with this project. Implementation of the recommended conditions of approval will ensure that the surrounding streets will safely and efficiently accommodate the anticipated traffic resulting from the proposed project, and that pedestrian connectivity will not be negatively impacted.

Building Elevations

The proposed building elevations (Exhibit 8) for the convenience store and vehicle fuel canopy have been designed to complement and integrate with the surrounding neighborhood, including the adjacent architecture of the recently reviewed transit-oriented residential development adjacent to the proposed fuel station. Specifically, the building includes two towers on the two front corners of the building, a substantial cornice is provided along the roof parapets, a stacked stone base is proposed and earth-tone colors are to be utilized. The entrance of the building has been designed with a larger tower at the primary entrance to the building. The gas canopy has also been designed to match the new proposed building with similar architectural treatments and colors. Trellises are proposed at the entrance and exit of the wash facility bays to screen the vehicular activity going into and coming out of the wash facility. Decorative light sconces are proposed on all elevations. Staff supports the building elevations as described above, subject to the recommended conditions of approval.

While signage is reviewed at the administrative level, the LED band proposed on the gas canopy constitutes signage and thus would cause for excess signage on the canopy. It is recommended that the LED band be removed from the plans submitted for plan check review.

Fence & Wall Plan

The proposed fence and wall plan shows a six foot high masonry wall along the northerly and easterly property lines. This configuration will allow the proposed use to be physically separated from the Metrolink parking lot, and provide the necessary screening and separation from the adjacent future transit-orientated residential development. Staff recommends all masonry walls consist of a split face or plaster finish and a complementary decorative cap as appropriate to the satisfaction of Design Review staff. Further, staff recommends that a detailed fence and wall plan, indicating compliance with the above conditions, be provided for Staff review and approval prior to building permit issuance.

Conceptual Landscape Plan

The conceptual landscape plan (Exhibit 7) has been designed to provide a variety of landscape materials throughout the project site. Proposed are several 15-gallon and 24-inch box size trees as well as several one and five gallon shrubs and ground covers. To further enhance the corner statement, it is recommended that the applicant work with Design Review staff to include a combination of trees and accent plants arranged in a prominent manner, seating, shade structures or other similar elements in the corner statement area, to the satisfaction of Design Review staff. Based on the above, staff supports the conceptual landscape plan of the proposed vehicle fuel station and convenience store, with the recommended conditions.

Parking

Use	Area (In SF)	Parking Ratio	Parking Spaces Required	Parking Spaces Provided
Vehicle Fuel Station with Convenience Market	4,700	1:250	19	
Vehicle Wash Facility	3 bays	1 space/washing bay	3	
Indoor Storage Area	2,255	1:1000	3	
Total			25	25

Based on the above, adequate parking will be provided for the proposed project.

• **Environmental Analysis**

A Mitigated Negative Declaration was prepared pursuant to the California Environmental Quality Act (CEQA) for this project. It was determined that the project will not have a significant impact due to the mitigation measures incorporated in the recommended conditions of approval.

Noise Mitigation

Vehicle wash facilities have been known to have the potential to cause incompatibility problems when sensitive receptors, such as residential development, are in close proximity to an automated car wash with little or no noise attenuation inside the wash tunnel. In this instance, the nearest residentially zoned property is located directly adjacent to the project, site, therefore, any concerns related to noise have to be attenuated through the design of the facility. In this instance, the applicant is proposing to establish a vehicle wash facility with 24-hour operation. In the Noise Assessment prepared by GMEP Engineers dated March 21, 2014, it is concluded that the automated vehicle wash facility, when in operation, will not exceed the noise thresholds as established for residential areas so long as the manufacturer produced silencer package for the car wash blowers is installed and the site is bounded by six-foot high masonry walls. Staff recommends the use of the silencer package, and notes that six-foot high masonry walls are proposed adjacent to the residentially zoned areas. However, to fully ensure compatibility with the adjacent future transit-oriented residential use, Staff recommends that the hours of operation of both the automated vehicle wash and the coin-operated wash be between 7:00 a.m. to 10:00 p.m. as recommended by the Noise Assessment. As well, the use is required to comply with the City's adopted Noise Code in all aspects. With the recommended conditions of approval, the vehicle wash facility will not create a nuisance to adjacent uses.

- **Neighborhood Compatibility Considerations**

This proposal has been designed in a manner that is sensitive to surrounding uses and complementary to the surrounding neighborhood. With implementation of the recommended conditions of approval, the proposal, including the off sale of beer and wine, will provide an additional convenience to the area. For these reasons, no detrimental impacts are anticipated in conjunction with this use and the project can be supported.

As a matter of information, interested agencies, such as Metrolink, RTA, RCTC, and Caltrans, as well as all appropriate City Departments have provided comments on the proposed project. All applicable comments are included in this report.

VIII. PUBLIC NOTICE AND COMMENTS:

Public notices were mailed to property owners and occupants within 300 feet of the site. Staff has received several informational phone calls from members of the public, and one email submitted with concerns over neighborhood compatibility and traffic (exhibit 16).

IX. EXHIBITS:

1. Location/Zoning Map
2. General Plan Map
3. Aerial Photo
4. Proposed Zoning
5. Site Plan and conceptual grading plan
6. Convenience Store Floor Plan
7. Conceptual Landscape Plan
8. Exterior Elevations (Building and Canopy)
9. Active Off-sale ABC Licenses and Radius Map
10. Applicant's Variance Justifications
11. Staff Prepared Variance Justifications
12. Project Description and applicant Prepared PCorN Letter
13. Police Department Memorandum
14. Existing Site Photos
15. WQMP Site Plan
16. Comment Letter

Color sample material boards will be available at the Planning Commission meeting

RECOMMENDED CONDITIONS & GENERAL INFORMATION NOTES

Case Number: P14-0341 (Rezoning)

Meeting Date: June 19, 2014

CONDITIONS *All mitigation measures are noted by an asterisk (*).*

Case Specific

- **Planning**

1. The CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones shall be applied to the subject properties, as shown in Exhibit 4.
2. All applicable conditions of related Planning Cases P13-0967 (Conditional Use Permit), P13-0968 (Design Review), and P14-0342 (Findings of Public Convenience and/or Necessity) shall apply to this Project.

Standard Conditions

- **Planning**

3. When all of the conditions of approval have been completed, the City Attorney's Office shall prepare the appropriate rezoning Ordinance for City Council adoption.
4. There shall be a two-year time limit in which to satisfy the approved conditions and finalize this action. Subsequent one-year time extensions may be granted by the City Council upon request by the applicant. Any extension of time beyond five years may only be granted after an advertised public hearing by the City Council.
5. All necessary parcel description describing the exact area to be rezoned shall be prepared, signed and sealed by a licensed Land Surveyor or Civil Engineer authorized to practice Land Surveying in the State of California for the area of the property to be rezoned. Descriptions are required to be on 8 1/2 inch by 11 inch paper with the title "Attachment A" at the top.

GENERAL INFORMATION NOTES

1. Appeal Information
 - a. Actions by the City Planning Commission, including any environmental finding, may be appealed to the City Council within ten calendar days after the decision.
 - b. Appeal filing and processing information may be obtained from the Community Development Department, Planning Division, Public Information Section, 3rd Floor, City Hall.

RECOMMENDED CONDITIONS & GENERAL INFORMATION NOTES

Case Number: **P13-0967** (Conditional Use Permit)

Meeting Date: June 19, 2014

P14-0342 (Findings of Public Convenience and/or Necessity)

CONDITIONS

Case Specific

- **Planning**

1. All conditions of related Planning Cases P14-0341 (Rezoning), P13-0968 (Design Review) shall apply to this Project.
2. The Planning Commission makes the necessary findings in the applicant's favor to grant the following variance. As justification, the applicant's written justifications and staff's supplemental variance justifications are referenced:
 - a. To allow the vehicle parking areas within the required 30-foot setback between vehicle fuel station buildings and a property line where only vehicle maneuvering, landscaping, and light poles are permitted in this area; and
 - b. To permit the concurrent sale of motor vehicle fuel with alcoholic beverages within 100 feet of a property zoned for residential uses.
3. The Planning Commission makes the necessary findings that the issuance of a Type 20 license (off sale beer and wine) meets the public convenience or necessity required by Section 23958.4 of the Business and Professional Codes as justified by the applicant's written findings and staff's supplemental findings included in this report.
4. The vehicle fuel station, convenience market, and vehicle wash facility shall be operated as described in the submitted application for this case and as described in the body of the attached report; unless superseded by these conditions of approval.
5. Construction and operation on the property shall be subject to the City's Noise Code (Title 7), which limits construction noise to 7:00 a.m. to 7:00 p.m. weekdays, and 8:00 a.m. to 5:00 p.m. Saturdays. No construction noise is permitted on Sundays or federal holidays.

Operational Conditions – General

6. A copy of the Conditional Use Permit and the final Conditions of Approval shall be available at the site and presented to City staff, including the Police Department and Code Enforcement, upon request. Failure to have the latest approved conditions available upon request will be grounds for revocation.
7. The owner and/or occupant shall be liable for the cost of excessive police service or response in accordance with Chapter 9.60 of the Riverside Municipal Code.

8. All storage and display of merchandise and supplies must be conducted within the fuel station building.
9. No vehicles shall be parked on the premises other than those of persons attending to business on the site, vehicles of employees, and other service vehicles used in the operation of the station. No vehicle may be parked on the premises and offered for sale.
10. The business for which this Conditional Use Permit is granted shall be continually operated in compliance with the definition for Vehicle Fuel Station and Vehicle Wash Facility, contained in Definitions Section 19.910.020 of the Zoning Code, and all site location, operation and development standards contained in Sections 19.410.040 and 19.425.030 of the Zoning Code. Failure to comply with these requirements will be grounds for Code Enforcement action, revocation or further legal action.
11. Provisions shall be made for regular on-site maintenance and clean-up of the property.

Operational Conditions – Vehicle Wash Facility

12. * The hours of operation for the vehicle wash facility shall be limited to between 7:00 a.m. to 10:00 p.m., seven days a week and the operations shall comply with the City's Noise Code.
13. *The manufactured produced silencer package for the car wash blowers shall be installed and utilized at all times of operation.
14. All equipment, supplies and activities associated with the vehicle wash facility shall be contained within an enclosed building with only sufficient openings for ingress and egress of vehicles. This includes the washing, machine drying and any other procedure incidental to vehicle washing and cleaning; however, outside manual drying shall be allowed if screened from public view.
15. Any water flow resulting from the use of the washing facilities shall be confined to the vehicle wash facility site and disposed of through an on-site drainage system in accordance with applicable laws.
16. Notwithstanding approval for the operation of the vehicle wash facility, all other operations outside of the vehicle fuel station shall be limited to the dispensing of fuel, oil, air and water.

Prior to commencement of alcohol sales:

17. A written security plan shall be submitted and approved by the Riverside Police Department and Planning Division.
18. Outdoor security cameras shall be installed to the satisfaction of Police and Planning Division staff.
19. Security cameras shall be installed above case register areas to monitor transactions.

Operational Conditions – Alcohol Sales

20. Approval of this request is limited to the off-sale of beer and wine only.
21. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises in accordance with Section 9.05.020 of the Municipal Code.
22. A sign shall be posted in the front of the business indicating that no loitering is permitted per the Riverside Municipal Code.
23. The management at each location of off-sale of alcoholic beverages pursuant to this section shall be responsible for educating the public regarding drunken driving laws and the related penalties for breaking those laws. (This includes minimum age law, open container law and driving while intoxicated law.) This can be accomplished by posting prominent signs, decals or brochures at the point of purchase and providing adequate training for employees.
24. Display and sale area for alcoholic beverages shall be limited to 2% of the total floor area of the store, as depicted on the conceptual floor plan.
25. No displays of beer or wine shall be located within five feet of the store's entrance, windows or checkout counter;
26. Cold beer or wine shall be sold from, or displayed in, the main, permanently affixed electrical coolers only.
27. No beer or wine advertising shall be located on gasoline islands; no advertising for beer or wine shall be located on buildings or in windows.
28. Employees on duty between the hours of 10 p.m. and 2 a.m. shall be at least 21 years of age to sell beer and wine.
29. Outside security bars on windows shall not be permitted.

- **Police**

30. There shall be no consumption of alcoholic beverages on the store property and this requirement will be prominently posted throughout the property.
31. No single units of beer or fortified wine/liquor shall be sold. Beer shall be sold in six-pack or larger pre-packaged lots.
32. Any adult-oriented magazines, video tapes and other similar materials shall be displayed in an area partitioned off from, and not visible to, the general public or minors and shall be labeled "Adults Only".
33. There shall be no coin-operated games maintained upon the premises at any time.

34. The parking lot of the premises shall be equipped with lighting of sufficient power to illuminate and make easily discernible the appearance and conduct of all persons on or about the parking lot. Per the LSUSP, the light poles cannot exceed 14-feet in height.
35. The lighting in the parking lot of the premises shall be directed, positioned and shielded in such a manner so as not to unreasonably illuminate the area of nearby residences.
36. The applicant shall be responsible for maintaining free of litter, the area adjacent to the premises over which they have control.
37. The applicant shall be responsible for maintaining free from graffiti, the area adjacent to the premises to which they have control.
38. No loitering shall be permitted on any property adjacent to the licensed premises and under the control of the licensee.
39. The applicant shall provide adequate landscaping and landscape maintenance to maintain a professional property appearance.
40. No pay phones shall be installed or maintained outside the building or on the site.
41. The licensee/employees shall attend a 3-hour LEAD (License, Education, Alcohol and Drugs) class presented by the Riverside Office of the Alcoholic Beverage Control within 90 days of obtaining the alcohol license.
42. The conditional use permit is subject to mandatory six-month review from the date of final occupancy. In addition to any other stipulations made by the Planning Division, three or more verified complaints within any 12-month period received by the Riverside Police Department regarding disturbances caused at the site by patrons or staff shall be grounds for revocation proceedings.
43. The subject alcoholic beverage license shall not be exchanged for a public premises type license or operated as a public premise. All alcoholic beverages sold shall be for consumption off the premises.
44. The business windows shall not be tinted or obscured in any way, including by temporary or painted window signs, and the interior lighting of the building shall remain at adequate levels to clearly see into the business from the exterior.
45. Management shall actively participate in Business Watch through the Riverside Police Department.

Standard Conditions

• Planning

46. There shall be a two-year time limit in which to commence the project beginning the day following approval by the Planning Commission unless a public hearing is held by City Council; in that event the time limit begins the day following City Council approval.
47. Within 30 days of approval of this case by the City, the developer shall execute an agreement approved by the City Attorney's Office to defend, indemnify, including reimbursement, and hold harmless the City of Riverside, its agents, officers and employees from any claim, action, or proceeding against the City of Riverside, its agents, officers, or employees to attack, set aside, void, or annul, an approval by the City's advisory agency, appeal board, or legislative body concerning this approval, which action is brought within the time period provided for in Section 66499.37 of the Government Code. The City will promptly notify the developer of any such claim, action or proceeding and the City will cooperate in the defense of the proceeding.
48. The applicant is advised that the business or use for which this conditional use permit is granted cannot be legally conducted on the subject property until all conditions of approval have been met to the satisfaction of the Planning Division.
49. This project shall fully and continually comply with all applicable conditions of approval, State, Federal and local laws in effect at the time the permit is approved and exercised and which may become effective and applicable thereafter, and in accordance with the terms contained within the staff report and all testimony regarding this case. Failure to do so will be grounds for Code Enforcement action, revocation or further legal action.
50. This use permit may be modified or revoked by the City Planning Commission or the City Council should they determine that the proposed use or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to public safety, property or improvements in the vicinity or if the property is operated or maintained so as to constitute a public nuisance.
51. The applicant shall comply with all federal, state and local laws and shall cooperate with the Riverside Police Department (RPD) in the enforcement of all laws relating to this permit. Material violation, as determined by the City Planning Commission, of any laws in connection with this use or failure to cooperate with RPD will be cause for revocation of this permit.
52. This permit is issued based upon the business operations plan and information submitted by the applicant, which has been used as the basis for evaluation of the proposed use in this staff report and for the conditions of approval herein. Permittee shall notify Community Development Department, Planning Division, of any change in operations and such change may require a revision to this permit. Failure to notify the city of any change in operations is material grounds for revocation of this conditional use permit.
53. The applicant herein of the business subject to this conditional use permit acknowledges all of the conditions imposed and accepts this permit subject to those conditions and with

the full awareness of the provisions of Title 19 of the Riverside Municipal Code. The applicant shall inform all its employees and future operators of the business subject to this permit of the restrictions and conditions of this permit as they apply to the business operations.

54. Failure to abide by all conditions of this permit shall be cause for revocation.
55. The plans shall be submitted for plan check review to assure that all required conditions have been met prior to exercising of this permit.
56. The subject property shall be developed and operated substantially as described in the text of this report and as shown on the plot plan on file with this case except for any specific modifications that may be required by these conditions of approval.
57. The applicant shall continually comply with all applicable rules and regulations in effect at the time permit is approved and exercised and which may become effective and applicable thereafter.
58. Enumeration of the conditions herein shall not exclude or excuse compliance with all applicable rules and regulations in effect at the time this permit is exercised.

- **Public Works**

59. Vacation of McMillan Drive to Public Works specifications shall be completed prior to issuance of any permits for development.
60. Deed for widening Indiana Avenue to 50 feet from monument centerline to Public Works specifications.
61. Installation of a dedicated westbound right-turn lane on Indiana Avenue approaching La Sierra to Public Works specifications.
62. Size, number and location of driveways to Public Works specifications. The proposed driveway on Indiana Avenue shall be restricted to right turn ingress and egress only. The proposed driveway on La Sierra Avenue shall be restricted to right turn ingress only.
63. Closure of unused driveway opening on La Sierra Avenue to Public Works specifications.
64. Installation of a raised center median on Indiana Avenue easterly of La Sierra Avenue to prohibit left-turn movements to Public Works specifications.
65. Traffic signal modifications on La Sierra Avenue at Indiana Avenue to provide right-turn overlaps for the northbound and southbound approaches to Public Works specifications.
66. Prior to final inspection for the development project, the applicant shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of payment. If the project improvements include qualifying right-of-way dedications and/or street improvements to a TUMF regional arterial roadway as

identified on the Regional System of Highways and Arterials, the developer may have the option to enter into a Credit/ Reimbursement Agreement with the City and Western Riverside Council of Governments (WRCOG) to recover costs for such work based on unit costs as determined by WRCOG.

The terms of the agreement shall be in accordance with the RMC Chapter 16.68 and the TUMF Administrative Plan requirements. Credit/reimbursement agreements must be fully executed prior to receiving any credit/reimbursement. An appraisal is required for credit/reimbursement of right of way dedications and credit/reimbursement of qualifying improvements requires the public bidding and payment of prevailing wages in accordance with State Law. For further assistance, please contact the Public Works Department.

67. Prior to issuance of a building or grading permit, the applicant shall submit to the City for review and approval, a project-specific WQMP that:
 - a. Addresses Site Design BMP's such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas and conserving natural areas;
 - b. Incorporates the applicable Source Control BMP's as described in the Santa Ana River Region WQMP and provides a detailed description of their implementation;
 - c. Incorporates Treatment Control BMP's as described in the Santa Ana River Region WQMP and provides information regarding design considerations;
 - d. Describes the long-term operation and maintenance requirements for BMP's requiring long-term maintenance; and
 - e. Describes the mechanism for funding the long-term operation and maintenance of the BMP's requiring long-term maintenance.
68. Prior to issuance of any building or grading permits, the property owner shall record a "Covenant and Agreement" with the County-Clerk Recorder or other instrument acceptable to the City Attorney to inform future property owners of the requirement to implement the approved project-specific WQMP. Other alternative instruments for requiring implementation of the approved project-specific WQMP include: requiring the implementation of the project-specific WQMP in the Home Owners Association or Property Owners Association Conditions, Covenants and Restrictions (C,C&R's); formation of Landscape, Lighting and Maintenance Districts, Assessment Districts or Community Service Areas responsible for implementing the project-specific WQMP; or equivalent may also be considered. Alternative instruments must be approved by the City prior to the issuance of any building or grading permits.
69. If the project will cause land disturbance of one acre or more, it must comply with the statewide General Permit for Storm Water Discharges Associated with Construction Activity. The project applicant shall cause the approved final project-specific WQMP to be incorporated by reference or attached to the project's Storm Water Pollution Prevention Plan as the Post-Construction Management Plan.

70. Prior to building or grading permit closeout or the issuance of a certificate of occupancy or certificate of use, the applicant shall:
- a. Demonstrate that all structural BMP's described in the project-specific WQMP have been constructed and installed in conformance with approved plans and specifications;
 - b. Demonstrate that applicant is prepared to implement all non-structural BMP's described in the approved project-specific WQMP; and
 - c. Demonstrate that an adequate number of copies of the approved project-specific WQMP are available for the future owners/ occupants.

- **Public Utilities**

71. **Advisory:** The provision of water facilities in accordance with the City of Riverside Public Utilities Water Rules.
72. **Advisory:** The provision of utility fees and charges in accordance with the City of Riverside Public Utilities Water Rules.

- **Park and Recreation**

73. Prior to Building Permit Issuance: Payment of all applicable park development fees (local and regional/reserve) as mitigation for the impacts of the project on the park development and open space needs of the City. For questions or concerns regarding this condition contact Park Planning & Design at (951) 826-2000.

- **Fire**

CONTACT MARGARET ALBANESE AT 951-826-5455 FOR QUESTIONS REGARDING FIRE CONDITIONS OR CORRECTIONS.

THE FOLLOWING TO BE MET PRIOR TO CONSTRUCTION PERMIT ISSUANCE:

74. Requirements for construction shall follow the currently adopted California Building Code and California Fire Code with City of Riverside amendments.
75. Construction plans shall be submitted and permitted prior to construction.
76. Any required fire hydrants shall be installed and operational prior to Fire Department release of permit.
77. Fire Department access is required to be maintained during all phases of construction.

GENERAL INFORMATION NOTES

1. Appeal Information
 - a. Actions by the City Planning Commission, including any environmental finding, may be appealed to the City Council within ten calendar days after the decision.
 - b. Appeal filing and processing information may be obtained from the Community Development Department, Planning Division, Public Information Section, 3rd Floor, City Hall.

RECOMMENDED CONDITIONS & GENERAL INFORMATION NOTES

Case Number: **P13-0968** (Design Review)

Meeting Date: June 19, 2014

CONDITIONS

Case Specific

- **Planning**

1. All conditions of related Planning Cases P14-0341 (Rezoning), P13-0967 (Conditional Use Permit), and P14-0342 (Findings of Public Convenience and/or Necessity) shall apply to this Project.
2. **Advisory:** Signs shall be permitted in accordance with Chapter 19.620 of the Zoning Code. Any new signs shall be subject to separate review and assessment, including any required variances. A separate sign application, including fees and additional sets of plans, if necessary prior to any sign permit issuance.
3. The LED band proposed on the fascia of the gas canopy shall be removed.
4. **Advisory:** Any future subdivision of the project site shall be compliant with the CG Zone development standards.

Prior to Grading Permit Issuance

5. A 40-scale precise grading plan shall be submitted to the Planning Division and include the following:
 - a. Hours of construction and grading activity are limited to between 7:00 a.m. and 7:00 p.m. weekdays and 8:00 a.m. and 5:00 p.m. Saturdays. No construction noise is permitted on Sundays or Federal Holidays;
 - b. Compliance with City adopted interim erosion control measures;
 - c. Compliance with any applicable recommendations of qualified soils engineer to minimize potential soil stability problems;
 - d. Include a note requiring the developer to contact Underground Service Alert at least 48 hours prior to any type of work within pipeline easement;
 - e. The project shall abide by the SCAQMD's Rule 403 concerning Best Management Practices for construction sites in order to reduce emissions during the construction phase. Measures may include:
 - (a) Development of a construction traffic management program that includes, but is not limited to, rerouting construction related traffic off congested streets, consolidating truck deliveries, and providing

temporary dedicated turn lanes for movement of construction traffic to and from site;

- (b) Sweep streets at the end of the day if visible soil material is carried onto adjacent paved public roads;
- (c) Wash off trucks and other equipment leaving the site;
- (d) Replace ground cover in disturbed areas immediately after construction;
- (e) Keep disturbed/loose soil moist at all times;
- (f) Suspend all grading activities when wind speeds exceed 25 miles per hour;
- (g) Enforce a 15 mile per hour speed limit on unpaved portions of the construction site.

During grading and construction activities:

- 6. * To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.
- 7. * To reduce construction related particulate matter air quality impacts of projects the following measures shall be required:
 - a. the generation of dust shall be controlled as required by the AQMD;
 - b. grading activities shall cease during periods of high winds (greater than 25 mph);
 - c. trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and
 - d. the contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approved traffic control plan.
- 8. The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- 9. The Construction Contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

10. The Construction Contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
11. The Contractor shall limit all construction-related activities that would result in high noise levels to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays. No construction is permitted on Sundays or federal holidays.
12. Noise-reducing design features shall be utilized consistent with standards in Title 24 California Code of Regulations and Title 7 of the Municipal Code.

Prior to Building Permit Issuance

13. Related Summary Vacation case P14-0091 shall be finalized and recorded.
14. The landscaping, irrigation and sign plans shall be submitted for Design Review approval. Design modifications may be required as deemed necessary. Separate applications and filing fees are required. The landscaping and irrigation plans must be submitted prior to building permit issuance.
15. Plans submitted for Design Review staff review should specify the location, design and color of all domestic water meters, backflow preventers and utility cabinets subject to Planning and Public Utilities review and approval. The visibility of such facilities shall be minimized to Planning Department review and approval through means including but not limited to relocation, berming, landscaping, and/or installation of a screen wall.
16. Submit three sets of plans depicting the preferred location for above ground utility transformers of capacity to accommodate the planned or speculative uses within the building(s). These plans shall be reviewed and approved by the Planning Division and Public Utilities Department - Electric Division prior to the issuance of a building permit. The proposed location of the transformer shall be level, within 100 feet of the customer's service point, accessible to service trucks and in a location where the transformer can be adequately screened from public view, either by buildings or landscape screening. If landscape screening is the preferred screening method, no landscaping except ground cover shall be allowed within 10 feet of the transformer. The applicant is advised to consult with the City of Riverside Public Utilities, Electrical Engineering Division, at (951)826-5489 prior to preparing these plans.
17. An exterior lighting plan shall be submitted to Design Review staff for review and approval. A photometric study and manufacturer's cut sheets of all exterior lighting on the building, in the landscaped areas and in the parking lot shall be submitted with the exterior lighting plan. All on-site lighting shall provide a minimum intensity of one foot-candle and a maximum of ten foot-candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). The light sources shall be shielded to minimize off-site glare, shall not direct light skyward and shall be directed away from adjacent properties and public rights-of-ways. If lights are proposed to be mounted on buildings, down-lights shall be utilized.

Light poles shall not exceed fourteen (14) feet in height, including the height of any concrete or other base material.

18. **Staff Required Plot Plan Conditions:** Revise the submitted plot plan such that the plan provided for building permit plan check incorporates the following changes:
- a. Verify that all internal drive aisles have a minimum width of 24 feet and all parking stalls are a minimum 9 feet in width by 18 feet in depth;
 - b. If above ground propane tanks are proposed on site, they shall be located on an area of the site where they can be fully screened from view from any public right-of-way.
 - c. A minimum 12-inch concrete walkway, including curb width, shall be provided along the sides of landscape planters whenever the side of a parking stall is adjacent to it;
 - d. Provision for handicap accessible parking as deemed necessary by Building and Safety Division;
 - e. Provision for decorative paving at the driveway entrances. Appropriate materials shall consist of interlocking pavers, stamped colored concrete or equivalent to the satisfaction of Design Review staff;
 - f. Provision for screening any ground mounted equipment to the satisfaction of Design Review Staff;
 - g. Provision for wheel stops where parking spaces are adjacent to pedestrian walkways, screen walls or building walls; and
 - h. Specify protective concrete curbing for all planters adjacent to areas intended for vehicle parking or travel (minimum 6" wide by 6" high).
 - i. The final configuration of the limited access driveway for service vehicles requiring access to the flood control channel, railroad, and La Sierra Avenue bridge access shall be coordinated with City Staff prior to permit issuance.
19. **Staff Required Building Elevations Conditions:** Revise the submitted building elevations such that the plans provided for building permit plan check incorporate the following changes:
- a. The trellises at the entrance and exit to the vehicle wash tunnel shall be architecturally integrated with the project, to the satisfaction of Design Review staff;
 - b. Catalog cuts of the required decorative sconce lighting shall be submitted for review and approval of Design Review staff; and

- c. The building elevations submitted for building permits shall clearly specify all building materials and colors to match the materials and colors as approved by the City Planning Commission as applicable.
20. Add details for the enhancement of the existing trash enclosure to include colors and materials as those proposed for the vehicle wash facility and convenience store and a decorative overhead trellis subject to Planning Division staff approval and in accordance with the City's trash enclosure policies and standard drawings (available at the Planning Division) as follows:

REQUIRED ENCLOSURE MATERIALS:

- a. Block color: Precision block stuccoed and painted to match building or decorative block.
 - b. Cap color: To match exterior of enclosure walls;
 - c. Gate/Gauge Material: 16/ga ribbed metal to match color of building;
 - d. Pedestrian access requirement: Yes;
 - e. Decorative overhead trellis requirement: Yes; and
 - f. Overhead cover to prevent contact with storm water: Yes.
21. A sight line study shall be submitted for review and approval of Design Review staff, indicating that any existing and new roof mounted mechanical equipment will be completely screened from view of all perimeter streets. Additionally, mechanical equipment screening details shall be provided as follows:
- a. Where exposed pitched roofs are proposed, locate **NO** mechanical equipment on any roof pitch, except as specifically approved by the Planning Commission or Design Review staff;
 - b. Where exposed roof pitches are not proposed (i.e., "flat" roofs) specify all roof mounted equipment for screening on all sides with either separate screens or parapet walls at least as high as the equipment to be screened;
 - c. Specify all electric meters and panels for 1) placement in enclosures or 2) color and materials to match the adjacent building wall surface; and
 - d. Indicate all gas meters, pipes and valves, ground mounted AC units, etc., for screening devices indicated materials and design complimentary to building architecture subject to Design Review staff approval.

22. **Staff Required Landscape and Irrigation Plans Conditions:** The required detailed landscape and irrigation plans shall include the following elements:
- a. Vine plantings near the vehicle wash entrance and exit that can be trained to climb up the trellis to better screen the wash facility;
 - b. Vines shall be planted and trained to grow up masonry walls along the site's perimeter;
 - c. The planting of street trees along shall be coordinated with the Public Works, Urban Forestry Division.
 - d. To further enhance the corner statement, the applicant shall work with Design Review staff to include a combination of trees and accent plants arranged in a prominent manner, seating, shade structures or other similar elements in the corner statement area, to the satisfaction of Design Review staff.
23. **Staff Required Fence & Wall Plans Conditions:** Fence/Wall plans shall be submitted for Design Review staff approval, and shall include the following:
- a. The location, height and design of all existing perimeter fences and walls;
 - b. * The site shall be bounded by six-foot high masonry walls where adjacent to the residentially zoned areas.

Prior to Release of Utilities and/or Occupancy:

24. Install the landscape and irrigation per the approved plans and submit the completed "Certificate of Substantial Completion" (Appendix C of the water Efficient Landscaping and Irrigation Ordinance Summary and Design Manual) signed by the Designer/auditor responsible for the project. Call Kyle Smith at (951) 826-5220 to schedule the final inspection at least one week prior to needing the release of utilities. Additional plant material may be required upon final inspection if better coverage is needed.

Standard Conditions

• **Planning**

25. The project must be completed per the Design Review by the Planning Commission, including all conditions listed in this report. Any substantial changes to the project must be approved by the Planning Commission or minor changes by Design Review staff. Upon completion of the project, a Design Review staff inspection must be requested, and UTILITIES will not be released until it is confirmed that the approved plans and all conditions have been implemented.
26. This approval is for design concept only, and does not indicate the project has been thoroughly checked for compliance with all requirements of law. As such, it is not a substitute for the formal building permit plan check process, and other changes may be required during the plan check process.

27. There is a 24-month time limit on this approval, which begins following City Council approval of this case.
28. The subject property shall be developed and operated substantially as described in the text of this report and as shown on the plot plan on file with this case except for any specific modification that may be required by these conditions of approval.

- **Public Works**

29. All Public Works Department recommended conditions for Planning Case P13-0967 (Conditional Use Permit) shall apply

- **Public Utilities**

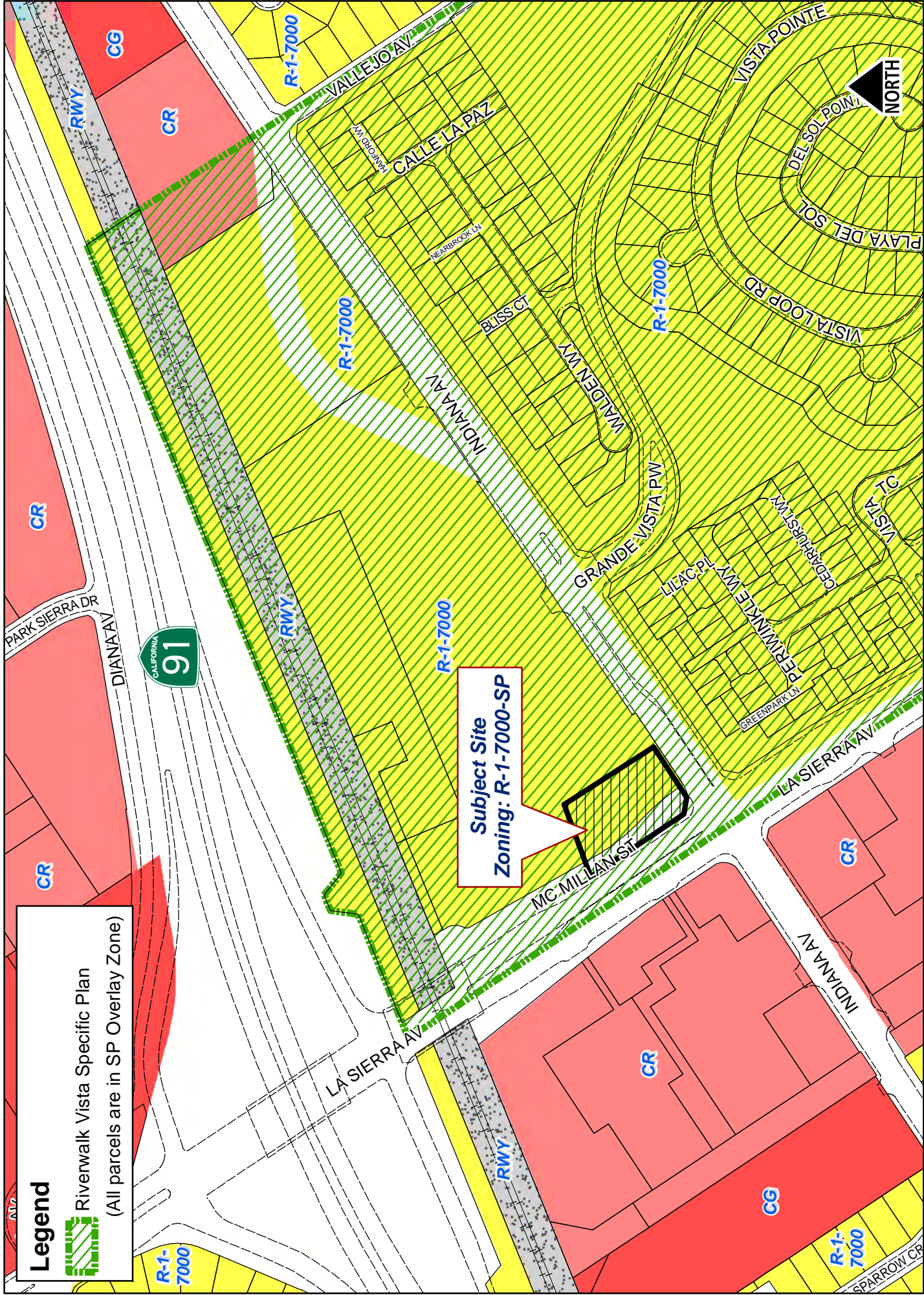
30. All Public Utilities Department recommended conditions for Planning Case P13-0967 (Conditional Use Permit) shall apply

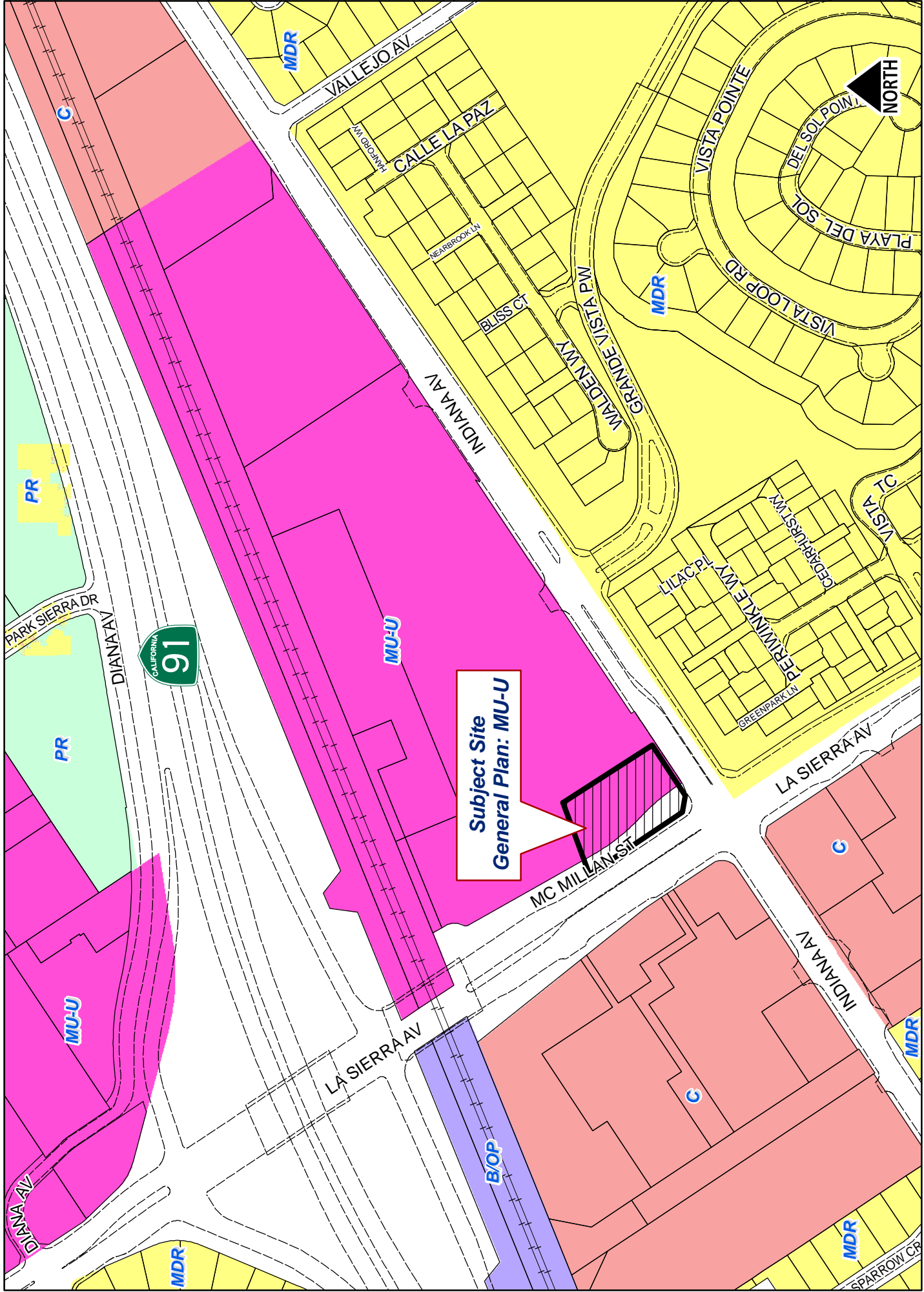
- **Park and Recreation**

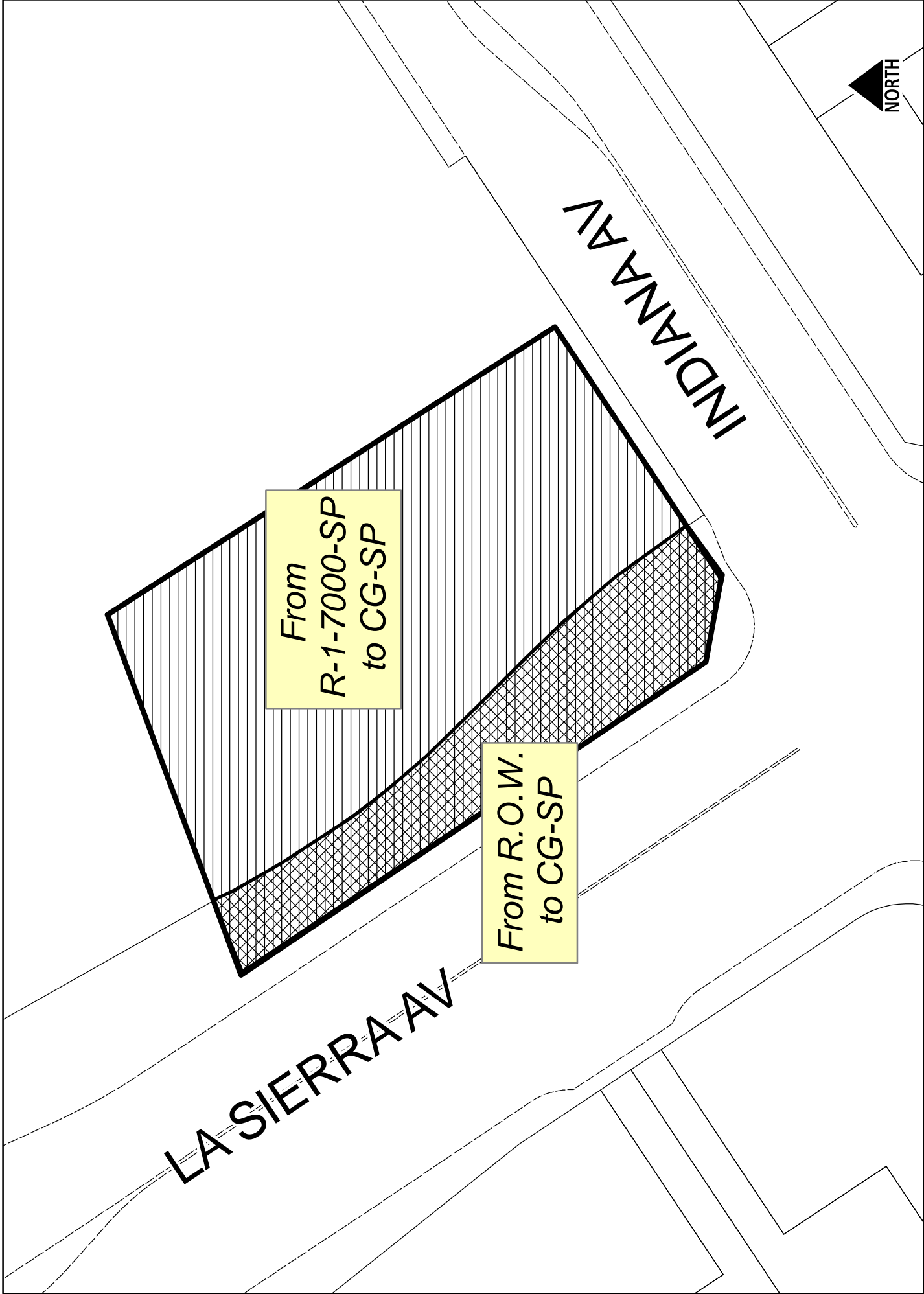
31. All Parks & Recreation recommended conditions for Planning Case P13-0967 (Conditional Use Permit) shall apply

- **Fire**

32. All Fire Department recommended conditions for Planning Case P13-0967 (Conditional Use Permit) shall apply







MAY 2014

MAY 2014

ASSESSOR PARCEL NO

ACREAGE

INDIANA AVE OFFER OF DEDICATION

SET COVERING PROBLEM

COVERED AREA

PORTION OF JAW TO BE CONVERTED FROM A PROJECT APPLICANT?

EXISTING FISHING
EXISTING LAND USE

PROPOSED ZONING	RETAIL
PROPOSED LAND USE	
PROPOSED GENERAL PLAN	

UTILITY PROVIDERS

GAS _____ FAX _____
TELEPHONE _____

圖 4-1-1

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SCALE: 1:100

10

GUTTER

CURB & APRON DETAIL

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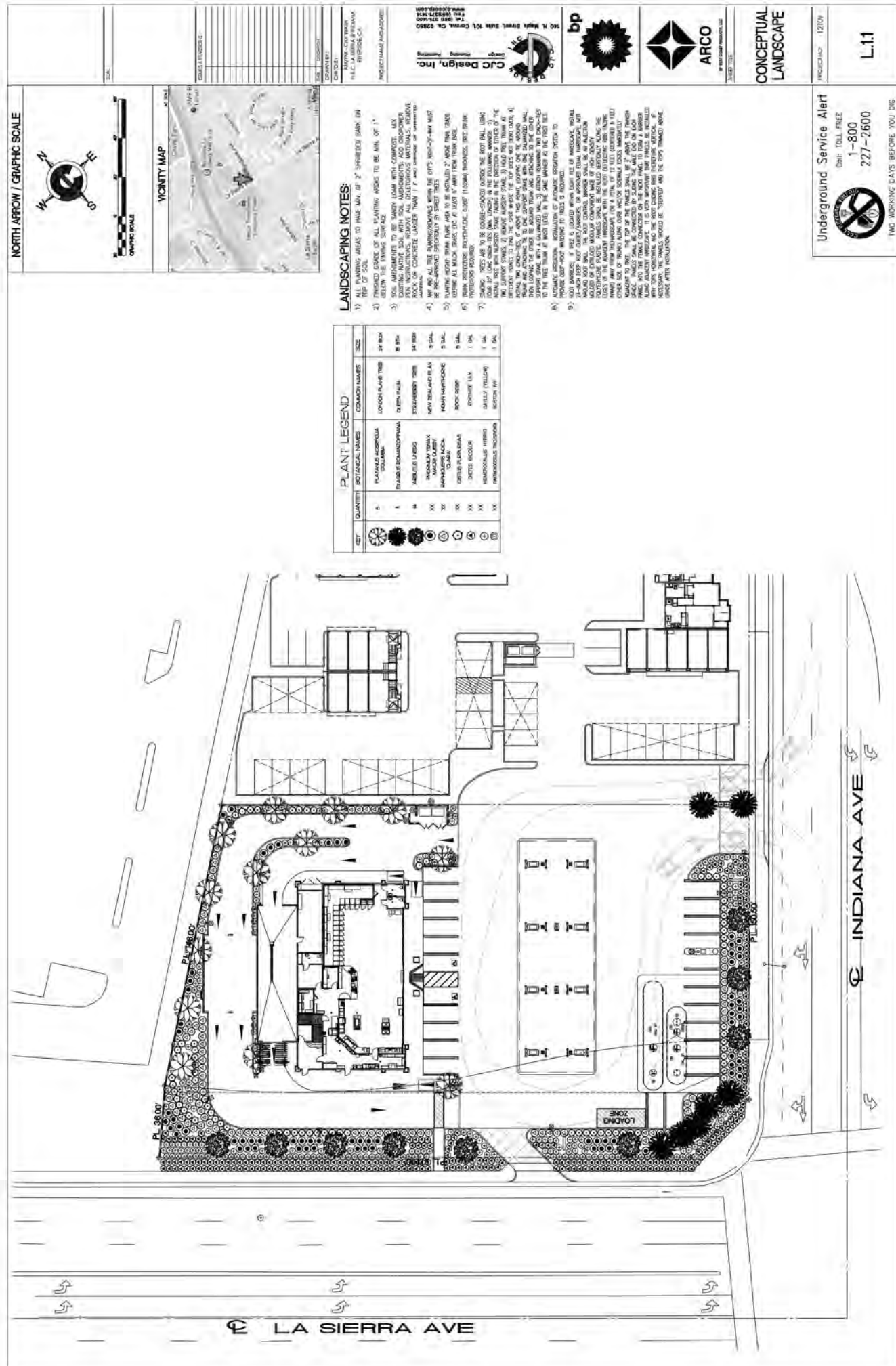
BTI/AL GRADING

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APN: 138-030-026

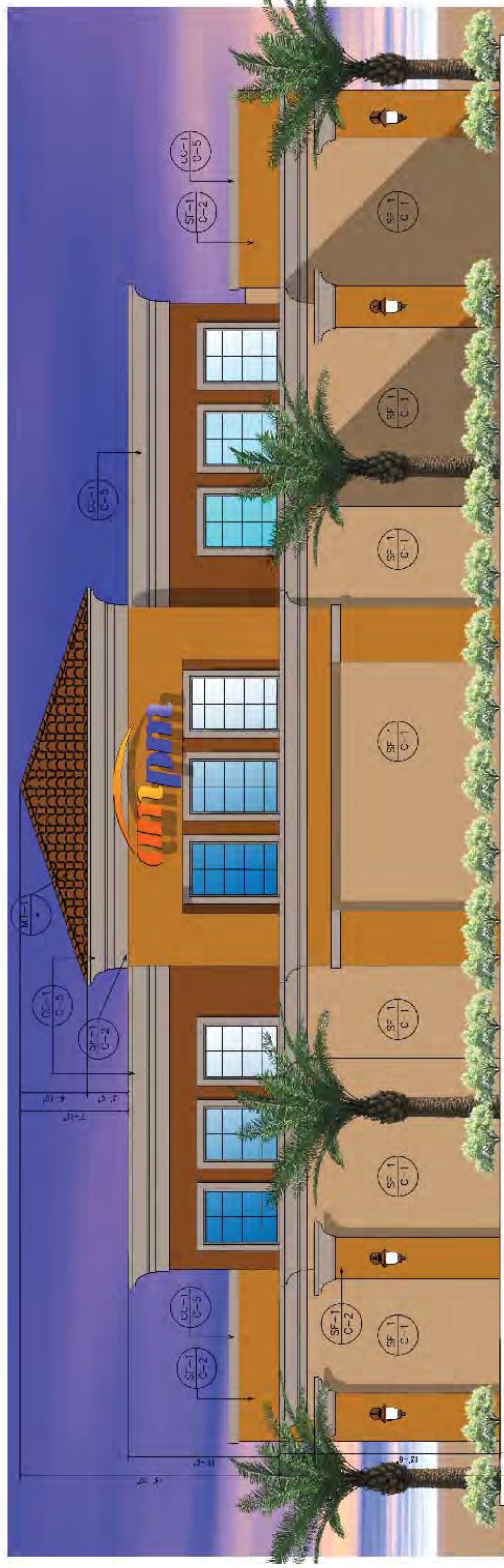
 IAW CONSULTING ENGINEERS, INC.
10000 Wilshire Blvd., Suite 1000, Los Angeles, CA 90024
(213) 850-1000 • FAX (213) 850-1001 • WWW.IAW-INC.COM

ACHMENT 2

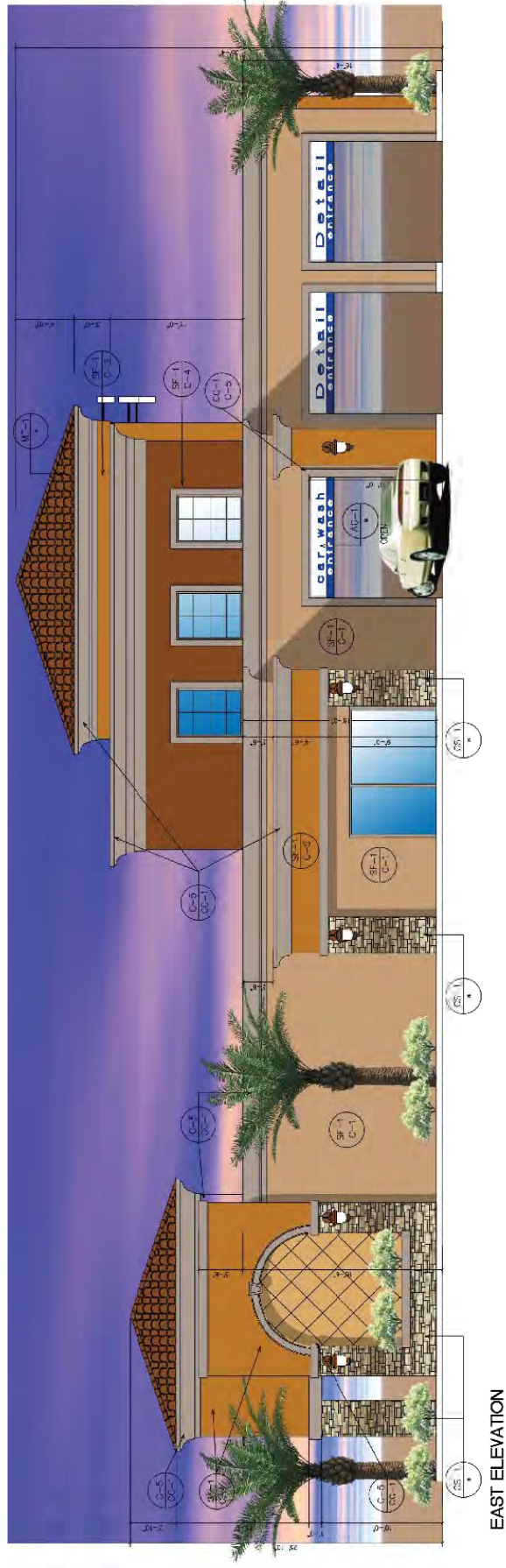
ATTACHMENT 2



P13-0967/0968 & P14-0341/0342, Exhibit 7 - Conceptual Landscape Plan



NORTH ELEVATION



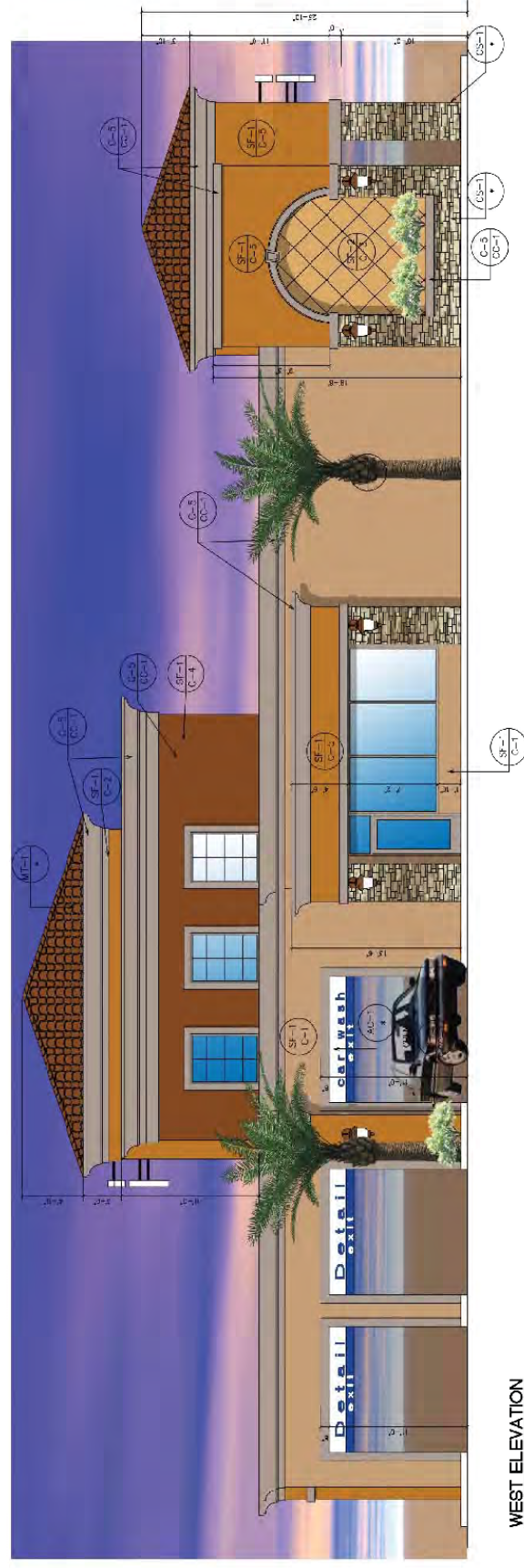
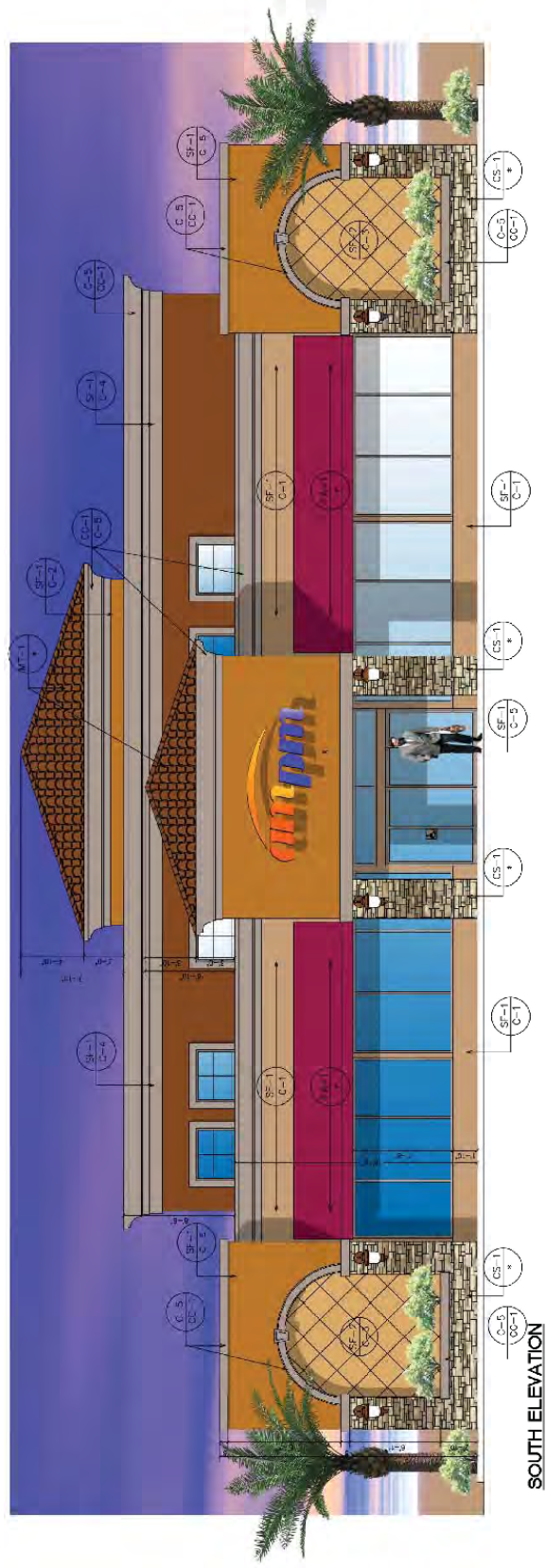
EAST ELEVATION



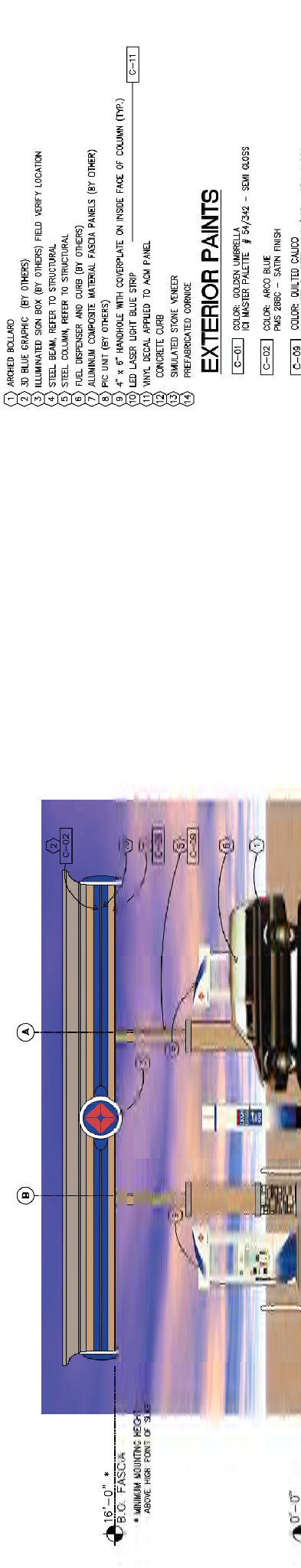
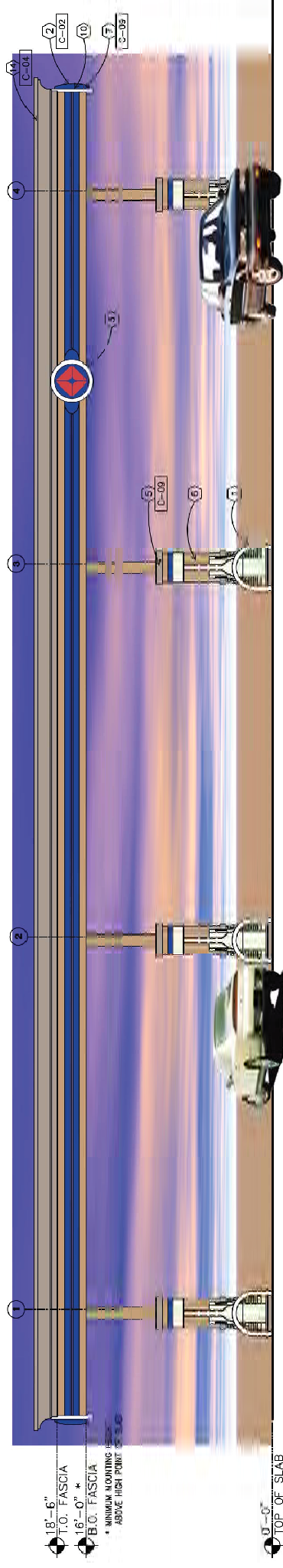
NEC La Sierra • Indiana, Riverside, CA



P13-0967/0968 & P14-0341/0342, Exhibit 8 - Exterior Elevations



NEC La Sierra • Indiana, Riverside, CA



- 1. ARCHED BOLLARD
- 2. 30 BLUE GRAPHIC (BY OTHERS)
- 3. ILLUMINATED SIGN BOX (BY OTHERS) FIELD VERY LOCATION
- 4. STEEL BEAM, REFER TO STRUCTURAL
- 5. STEEL COLUMN, REFER TO STRUCTURAL
- 6. FUEL DISPENSER AND CURB (BY OTHERS)
- 7. ALUMINUM COMPOSITE MATERIAL FASCIA PANELS (BY OTHERS)
- 8. PIC UNIT (BY OTHERS)
- 9. 4" x 6" HANDHOLE WITH COVERPLATE ON INSIDE FACE OF COLUMN (TYP.)
- 10. LED LASER LIGHT BLUE STRIP
- 11. VINYL DECAL APPLIED TO ACM PANEL
- 12. CONCRETE CURB
- 13. SIMULATED STONE VENEER
- 14. PREFABRICATED CORNICE

EXTERIOR PAINTS

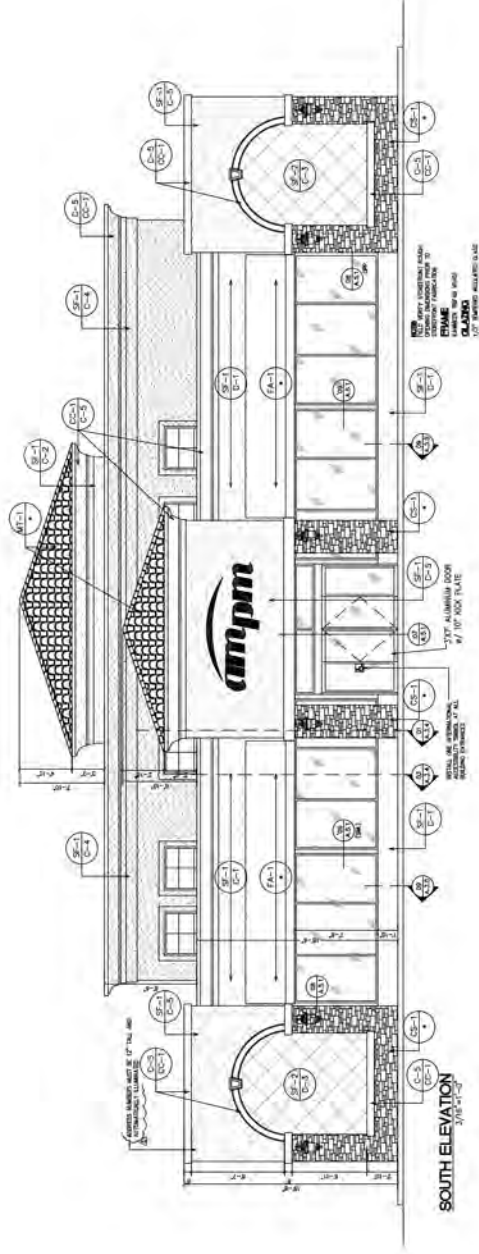
- C-01 COLOR: GOLDEN UMBRELLA
ICI MASTER PALETTE # 54/346 - SEMI GLOSS
- C-02 COLOR: ARCO BLUE
PMS 2886 - SATIN FINISH
- C-03 COLOR: QUILTED CALICO
ICI MASTER PALETTE # 81/123 - SEMI GLOSS
- C-04 COLOR: MOCHA
ICI MASTER PALETTE # 325 - SEMI GLOSS
- C-11 COLOR: ARCO LIGHT BLUE
PMS 2932C - SATIN FINISH

EXTERIOR FINISHES

- PL-1 ALUMINUM ACM PANEL FOR LED LIGHT
- ST-1 SAND FINISH STUCCO
- SV-1 STACKING STONE VENEER

C-1	(C) DULUX PAINT # A1760 (MAIN WALLS)
C-2	(C) DULUX PAINT # A0650 (TOWERS/COLUMNS)
C-3	(C) DULUX PAINT # A0641 (SMOOTH STUCCO)
C-4	(C) DULUX PAINT # A0566 (2nd STORY WALL)
C-4	(C) DULUX PAINT # A1774 (CORNICE/TRIMS)

SF-1 SAND FINISH STUCCO
SF-2 SMOOTH FINISH STUCCO
FA-1 FABRIC ANWING (RED MAPLE, ICI 40446)
AC-1 ACRYLIC COMPOSITE METAL (ACM)
DC-1 PRE-CAST FOAM CORNICE/TRIM
CS-1 SIMULATED STONE VENEER
MT-1 MISSION TILE (EL CAMINO BLEND)
BY US TILE - ICC ES#1017

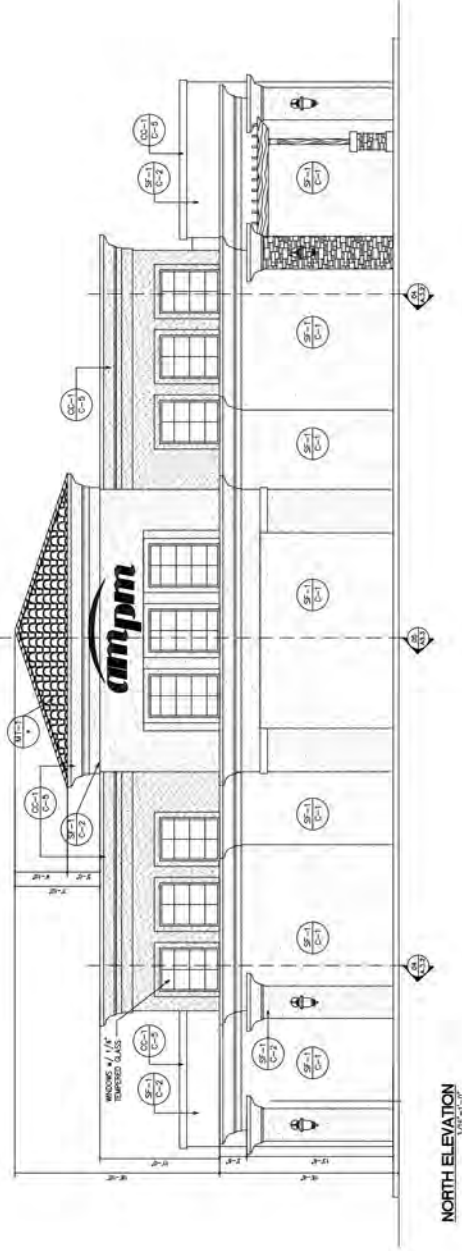
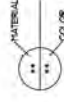


COLOR

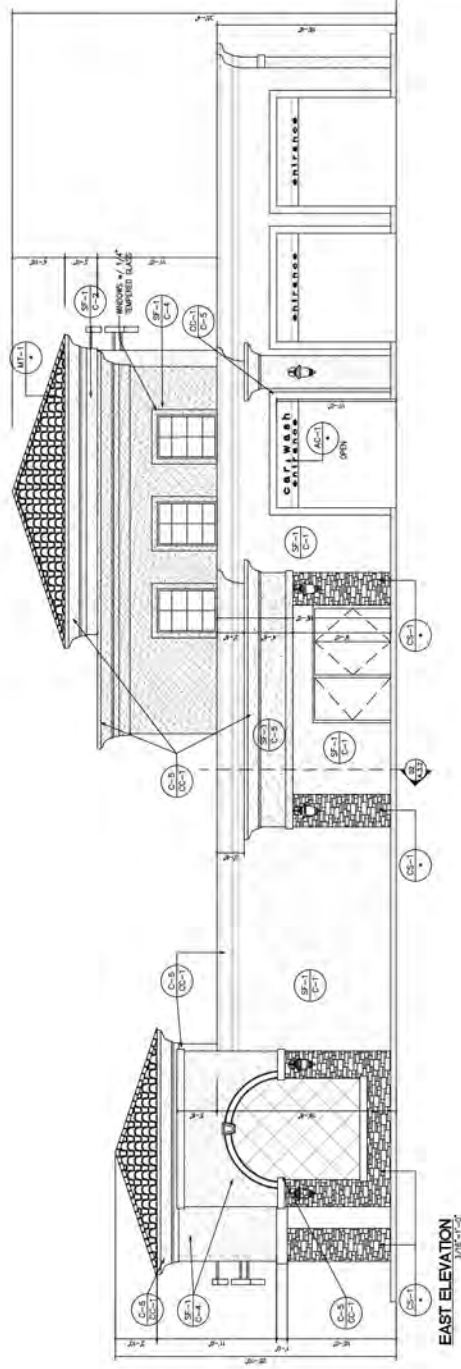
- C-1 IQ DULUX PAINT # A1760 (MAIN WALLS)
- C-2 IQ DULUX PAINT # A0650 (TOWERS/COLUMNS)
- C-3 IQ DULUX PAINT # A0641 (SMOOTH STUCCO)
- C-4 IQ DULUX PAINT # A0566 (2nd STORY WALL)
- C-4 IQ DULUX PAINT # A1774 (CORNICHE/TRIMS)

MATERIAL

- SF-1 SAND FINISH STUCCO
- SF-2 SMOOTH FINISH STUCCO
- FA-1 FABRIC FINISH (RED MAPLE, IQ A0448)
- AC-1 ACRYLIC COMPOSITE METAL (ACM)
- CC-1 PRE-CAST FOAM CORNICE/TRIM
- CS-1 SIMULATED STONE VENEER
- MT-1 MISSION TILE (EL CAMINO BLEND)
- BY US TILE - ICC ER#1017



NORTH ELEVATION
3/18/17



EAST ELEVATION
3/18/17

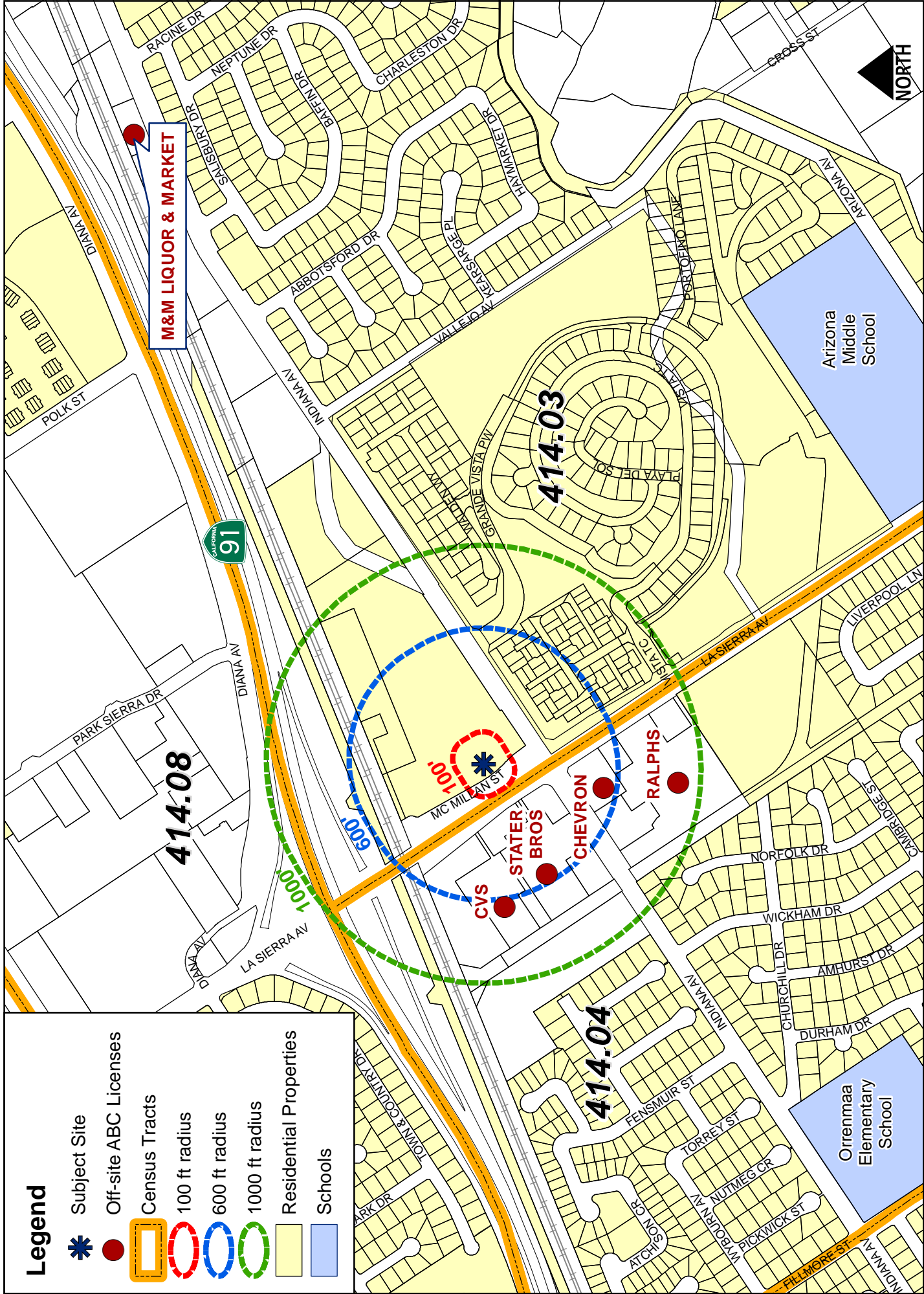
CJC Design, Inc.
Design Planning Production
140 N. Maple Street, Suite 101, Corona, CA 92680
Tel: (951) 271-1400
Fax: (951) 271-1402
www.cjcdesign.com



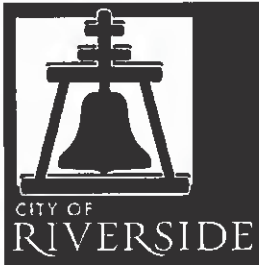
EXTERIOR ELEVATIONS

PROJECT NO. 12109

A22



P13-0967/0968 & P14-0341/0342, Exhibit 9 - Active Off-sale ABC Licenses and Radius Map



COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

VARIANCE JUSTIFICATION FORM

PLEASE TYPE OR PRINT CLEARLY

Project Description: New Gas Station with AMPM food mart and self serve Car Wash

Project Location: Northeast Corner of La Sierra Avenue and Indiana Avenue

Assessor's Parcel Number (APN): 138-030-026

VARIANCES REQUESTED – State variance(s) requested specifically and in detail. Please attach separate sheets(s) as necessary.

Variance from section 19.410.040(B)(1, 2 & 4) Building and Parking setback

REQUIRED FINDINGS – Answer each of the following questions yes or no and then explain your answer in detail. Questions 1 and 2 must be answered “yes” and 3 and 4 “no” to justify granting of a variance. Attach written details if insufficient space is provided on this form. Economic hardship is not an allowable justification for a variance.

1. Will the strict application of the provisions of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code? Explain in detail.

Yes. Placing parking along the frontage outside the 30 feet setback line will congest the traffic flow and pattern of the vehicles as well as tanker truck. All parking will be obscured by min. 30 inches high shrubbery and landscaping to conform with intension of section 19.410.040(B) (4).

2. Are there special circumstances or conditions applicable to your property or to the intended use or development of your property that do not apply generally to other property in the vicinity and under the identical zoning classification? Explain in detail.

Yes. Currently the adjoining property to the north of the Gas Station site is occupied by Metro Link Parking lot and there are no building located within at least five hundred feet of proposed AMPM C-Store and Car Wash, Granting the variance for section 19.410.040(B) (1&2) does not violate the intention of the building set back.

3. Will the granting of such variance prove materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which your property is located? Explain in detail.

No. The set back requirements has no impact to public welfare or injurious to the property or improvements

4. Will the granting of such variance be contrary to the objectives of any part of the General Plan? Explain in detail.

No. The set back requirements are part of zoning requirements which will not effect the General Plan.

P13-0967/0968 & P14-0341/0342, Exhibit 10
Applicant's Variance Justifications

ATTACHMENT 2



COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

VARIANCE JUSTIFICATION FORM

PLEASE TYPE OR PRINT CLEARLY

Construction of new to industry Arco with AM/PM food mart, flex service car wash/detail and fueling,

Project Description: open 24 hours with beer and wine sales.

Project Location: NWC La Sierra Avenue and Indiana Avenue, Riverside

Assessor's Parcel Number (APN):

VARIANCES REQUESTED – State variance(s) requested specifically and in detail. Please attach separate sheets(s) as necessary.

Variance from Riverside Municipal Code Section 19.450.030(A)2 requiring a 100' separation between businesses selling alcohol

for off-site consumption and existing residences or property zoned for residential use.

REQUIRED FINDINGS – Answer each of the following questions yes or no and then explain your answer in detail. Questions 1 and 2 must be answered “yes” and 3 and 4 “no” to justify granting of a variance. Attach written details if insufficient space is provided on this form. Economic hardship is not an allowable justification for a variance.

1. Will the strict application of the provisions of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code? Explain in detail.
2. Are there special circumstances or conditions applicable to your property or to the intended use or development of your property that do not apply generally to other property in the vicinity and under the identical zoning classification? Explain in detail.
3. Will the granting of such variance prove materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which your property is located? Explain in detail.
4. Will the granting of such variance be contrary to the objectives of any part of the General Plan? Explain in detail.

Findings for New to Industry Arco with AM/PM Food Mart including sale of beer and wine for off-site consumption at the NWC of La Sierra Avenue and Indiana Avenue.

1. Will the strict application of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code?

Yes. The strict application of the 100' separation requirement between businesses licensed to sell alcohol and residential or residentially-zoned uses required by Riverside Municipal Code ("RMC") § 19.450.030(A)2 would prohibit the proposed Arco AM/PM Food Mart from selling alcohol because it is less than 100' from property zoned residential and proposed for the development of apartments (the "Separation Requirement"). The Site Plan for the proposed Arco is attached as Exhibit "A".

The intent of the Separation Requirement is to "ensure compatibility ... with surrounding uses and properties and avoid any impacts associated with (businesses that sell alcohol)" (RMC § 19.450.010 Alcohol Sales, Purpose) by establishing a 100' wide physical buffer around existing or proposed residential uses (here, future high-density apartments) to protect future residents from alcohol-related impacts.

The strict application of the Separation Requirement to the Arco project would trigger the need for an additional 60' on the east side of the site to further separate the building from the apartment property line. This additional separation is not otherwise necessary to protect the residents of the apartment complex because the two projects have been designed at the same time, allowing the separation of the uses to be considered in the design phase for both projects.

The design of both uses includes adequate separation as required by the intent of the Zoning Code, as discussed below.

- On the Arco side, the AM/PM building is setback 40' from the apartment property line; and between the uses two drive aisles are proposed.
- On the apartment side, the closest building is setback 47' from the property line; and between the uses a covered parking area, a drive aisle and landscaping are proposed to provide separation.

To establish strict compliance with the Separation Requirement, an additional 9,000 square feet of property (approximately one-fifth of an acre) would be required on the east side of the Arco site. However, the size of the Arco and the future apartments (the "Combined Sites") is fixed based on the location of La Sierra Avenue, Indiana Avenue, and the Metrolink facility, including the entrance. Due to the shape of the Combined Sites, the additional one-fifth of an acre would need to be added on the east side of the building to establish strict compliance with the Separation Requirement and for no other reason, decreasing the size of the future apartment site. Requiring the Arco site to be larger than

necessary, and the future apartment site to be smaller than necessary, is an unnecessary hardship in light of the adequate separation already proposed between the uses.

2. Are there special circumstances or conditions applicable to your property or to the intended use or development of your property that do not apply generally to other property in the vicinity and under the identical zoning classification?

Yes. Special circumstances and conditions apply to the Arco site and govern its use as a gas station. These circumstances also apply to and govern the development of the future apartments to the east. Due to its unique location near the La Sierra / 91 Freeway interchange, the Riverside General Plan 2025 (the "General Plan") identifies objectives for the Project site that do not apply generally to other property in the vicinity and in the same zone.

Three special circumstances apply to the La Sierra Avenue / 91 Freeway interchange area, including the Project site. The General Plan's Urban Design Framework map identifies the interchange: (i) as a local activity node and (ii) as a local gateway. The General Plan also specifies the undeveloped area next to the Metrolink Station (including the Project site) (iii) as an important location to optimize development, including medium-high-density residential development and services for commuters. (See Figure LU-2, attached as Exhibit "B"). These special circumstances and their effect on the Arco are discussed below.

(i) Local Activity Mode: The General Plan Land Use Element identifies La Sierra Avenue, from the Santa Ana River in the north to Lake Mathews in the south, as "the prime thoroughfare for western Riverside". (LU-11, attached as Exhibit "C"). In addition, the intersection of La Sierra Avenue and Indiana Avenue, where the Arco is proposed, is identified as an Activity Center for local shopping and mixed use development because of its proximity to the Metrolink Station. (See Figure LU-4, attached as Exhibit "D".)

(ii) Local Gateway: La Sierra Avenue, on both sides of the 91 Freeway "comprise(s) the City's major western gateway". (LU-98, attached as Exhibit "E".) Well-designed gateways at the City's key points create an improved sense of place within the region and for City residents. (LU-33, attached as Exhibit "F".)

(iii) Optimize Development near the Metrolink Station: The undeveloped area next to the Metrolink station (including the Project area) is identified as a "focus site" in the La Sierra South neighborhood, that will benefit from the development of "commercial businesses and essential services to commuters, as well as residential units for many who would enjoy the mobility and options of transit village living." (LU-99, attached as Exhibits "G" and "H".)

Furthermore, the majority of the La Sierra South neighborhood has already been developed with single family residences (LU-98, attached), and the La Sierra Avenue / 91 Freeway interchange serves as their primary access to the 91 Freeway. These residents have access to one gas station on their way to or from the 91 Freeway; a Chevron, located on the west side of La Sierra Avenue at Indiana Avenue. (See

aerial photo attached as Exhibit "I".) There are no gas stations on the east side of La Sierra Avenue near the 91 Freeway. Demand exists for another gas station to serve local residents along La Sierra Avenue, as residents traveling north on La Sierra to get to the 91 Freeway have no direct options. The addition of a gas station would be an essential service to these residents and commuters. Because the Arco site is a "focus site" it is appropriate that the new gas station be developed at the proposed location. The proposed Arco site will also provide convenient gasoline and commercial services to Metrolink passengers, as recommended by the General Plan.

The development of the Arco and the future apartments on the Project site conforms to the local activity mode concept and will enhance La Sierra South as a local gateway. In addition, the proposal to develop both the Arco and the future apartments conforms to the objective of optimizing development next to the Metrolink station by providing both commercial and medium-high density residential uses.

3. Will the granting of such variance prove materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which your property is located?

No. Reducing the distance between the AM/PM Food Mart and the property line of the future apartments from 100' to 40', is not expected to result in conditions that will be detrimental to the welfare of the future apartment residents.

- The future apartments will be separated from the AM/PM by a covered car port, which will be located between the closest apartment building and the property line. Including the car port and adjacent drive aisle, the distance between the closest apartment and the store will be 87'.
- Arco requires its franchisees to keep the stores clean and operate them responsibly. This means complying with specific policies designed to ensure that alcohol is not sold to minors or contrary to public policy.
- The site will also be equipped with closed circuit television cameras outside the store, which Store Management will monitor to ensure that loitering and drinking do not occur on-site.

The 87' actual distance between the store and the closest apartment building, the lights and cameras in the Arco parking lot, Arco's policy of requiring the franchisee to sell alcohol responsibly, and the covered parking area between the store and the apartments, are expected to protect future apartment residents from the secondary effects of alcohol sales at the store.

4. Will the granting of such variance be contrary to the objectives of any part of the General Plan?

No. The Arco will be consistent with the relevant General Plan Policies as discussed below:

(i) Provide for continued growth:

Objective LU-66 recommends optimizing development opportunities on underutilized and underdeveloped parcels near the La Sierra Metrolink station to create appropriately scaled developments that enhance and protect nearby neighborhoods while benefitting the community at large.

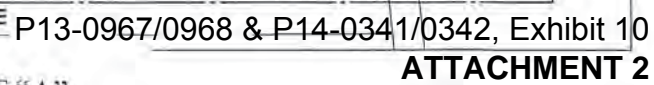
The sale of alcohol at the Arco will serve the regional needs of residents and Metrolink passengers, consistent with LU-66.

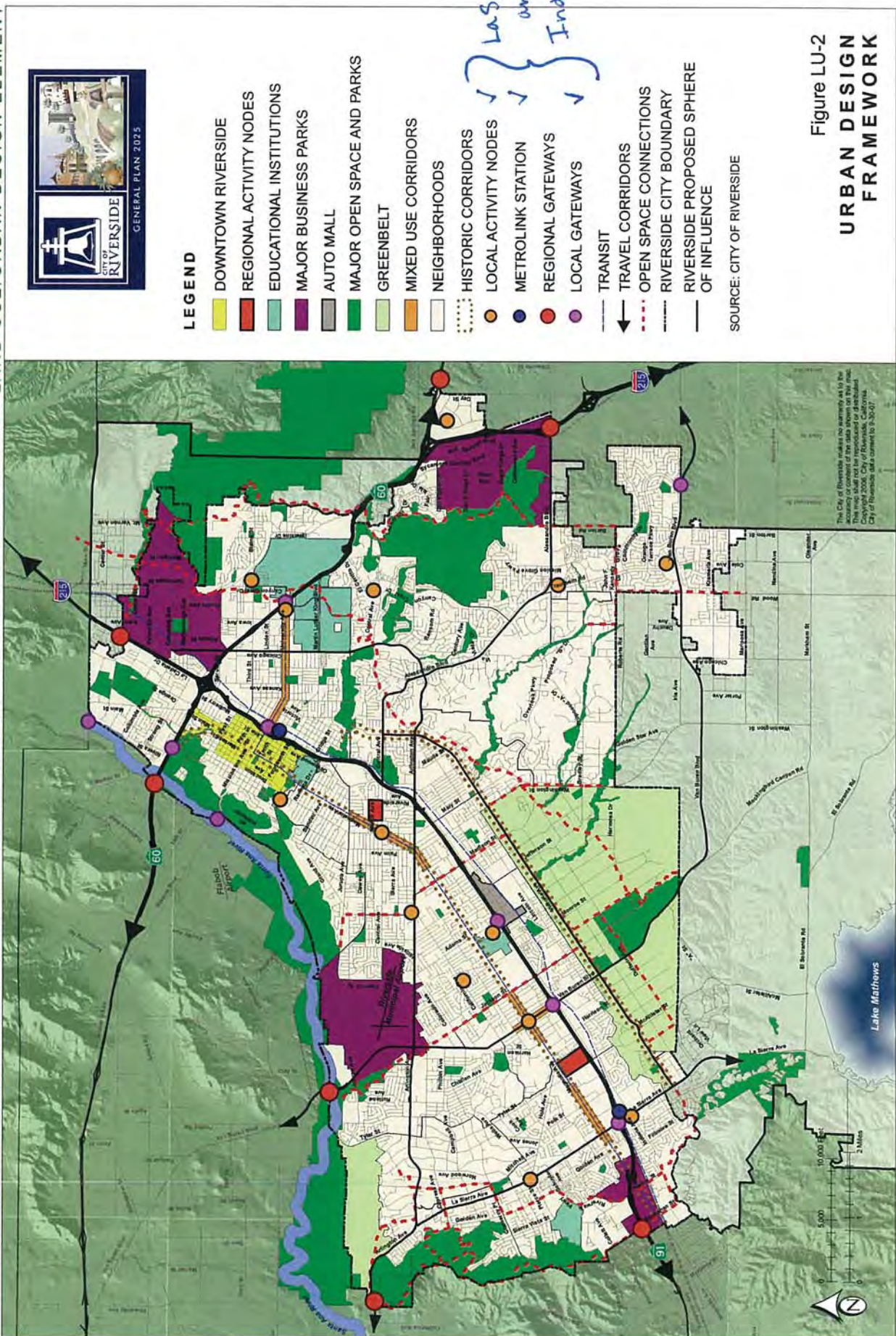
(ii) Appropriate timing for development:

Objective LU-9 recommends providing for continuing growth within the General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's objectives.

The Arco AM/PM project will meet the needs of local residents and Metrolink passengers for a gas station on the east side of La Sierra south of the 91 Freeway and for commercial services.

For the reasons discussed above, the proposed Arco AM/PM is consistent with and does not conflict with the relevant General Plan policies.







- ❖ **Riverwalk Parkway:** Located near La Sierra University, this new drive will provide a water-lined parkway connection between neighborhoods through a portion of the La Sierra community.
- ❖ **La Sierra Avenue:** Stretching from near the Santa Ana River in the north to the Lake Mathews area in the south, La Sierra Avenue is the prime thoroughfare for western Riverside.
- ❖ **Overlook Parkway:** The connection of the two ends of Overlook Parkway across the Alessandro Arroyo poses an opportunity to create a beautiful and dramatic new parkway.
- ❖ **Canyon Crest Drive:** This lushly landscaped drive traverses rolling, scenic terrain in connecting the Eastside/University/Mission Grove neighborhoods with open space amenities to the south.
- ❖ **Arlington Avenue:** As a roadway that extends east to west virtually across the entire City, Arlington Avenue provides connections among many neighborhoods and business centers.

RIVERSIDE'S BUILT ENVIRONMENT

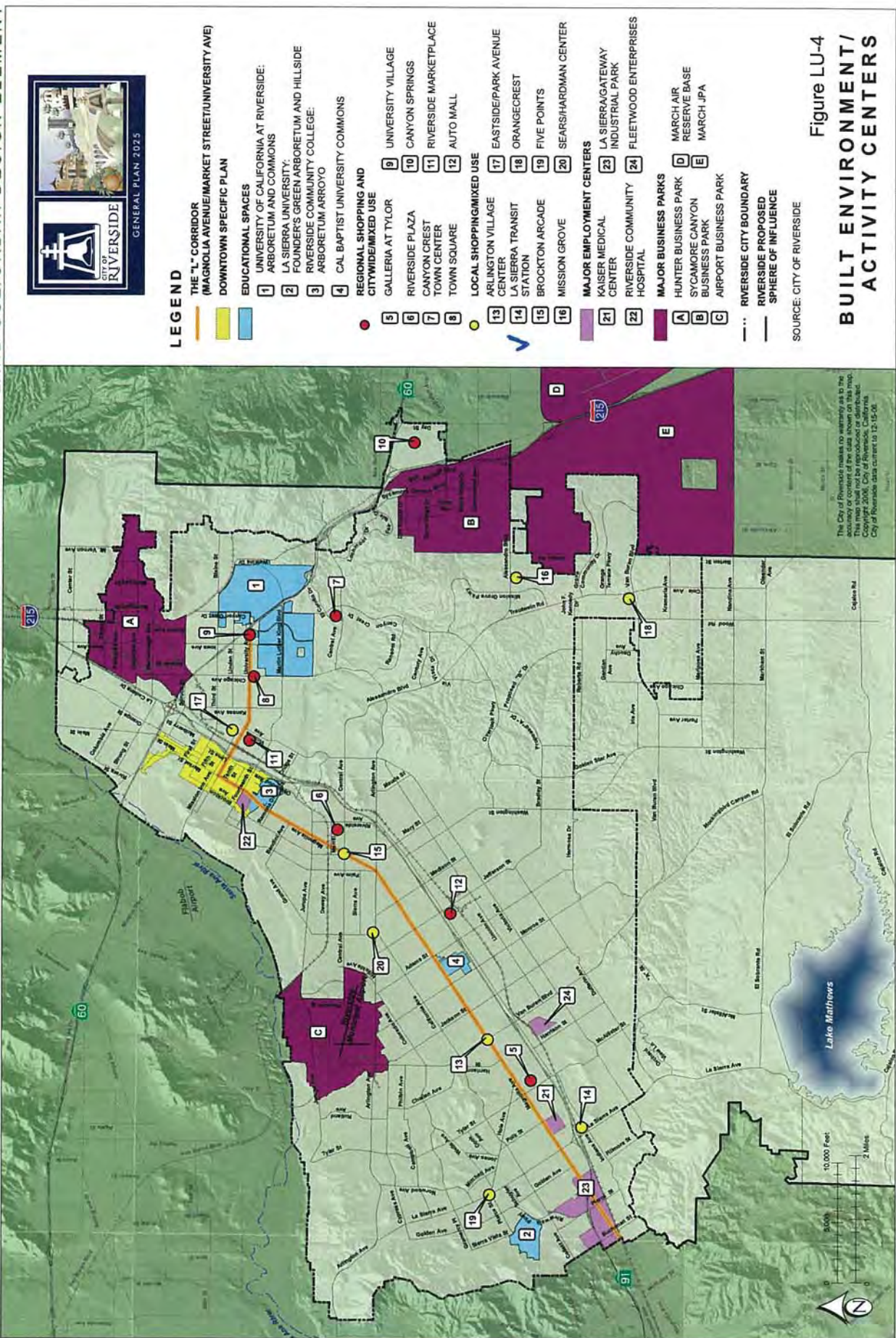
Riverside has a distinct built environment consisting of a series of physically and visually connected elements. This framework recognizes two built patterns: corridors and activity centers. Major features of the built environment are shown in Figure LU-4 (Built Environment/Activity Centers).

THE MAGNOLIA/MARKET/UNIVERSITY "L" CORRIDOR

Magnolia Avenue, Market Street and University Avenue together comprise Riverside's major development corridor, designated as the "L Corridor" to reflect its shape – roughly, an upside-down letter "L". Spanning the entire length of the City, this corridor plays many roles and offers multi-modal transportation options to motorized vehicles, bicyclists and pedestrians. The "L" Corridor's length and abundance of current and potential activity centers make it a prime location for advanced forms of public transportation such as express buses and light rail. Along or very close by the "L" Corridor are numerous clusters of intensive development highlighted as Activity Centers. These Activity Centers include:

See Figure LU-3, Riverside Park, for the location of the "L" Corridor. Also see this Element under "Citywide Objectives: The Built Environment – Parkway" for more information on Magnolia/Market University parkways.

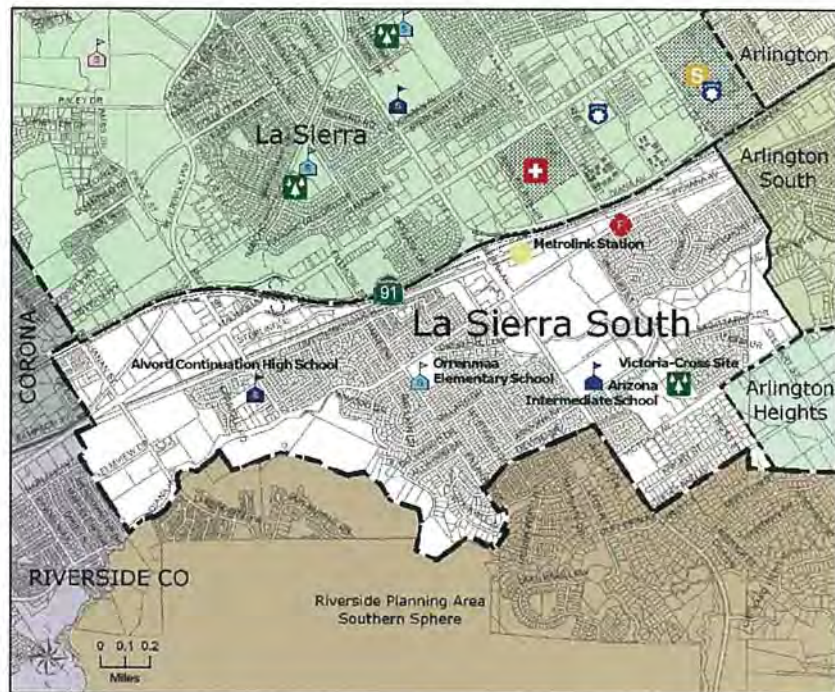






LAND USE AND URBAN DESIGN ELEMENT

LA SIERRA SOUTH



La Sierra South

La Sierra South has much in common with the La Sierra neighborhood. Both are edged by the 91 Freeway and together comprise the City's major western gateway. Like its neighbor to the north, La Sierra South contains a blend of residential, commercial and industrial uses. The hills forming the southern edges straddle the greenbelt and extend to the unincorporated Home Gardens community to the south.

La Sierra South contains an important development site on both sides of Indiana Avenue, easterly of La Sierra Avenue, owned by Riverside Community College. In 1991, a Specific Plan was prepared for an anticipated mixed-use development. If the adopted Specific Plan cannot be implemented as written, a specific plan amendment or a new specific plan is crucial to the development of this large site. It should be noted that the La Sierra Metrolink Station currently occupies a significant piece of this property on the northerly side of Indiana Avenue (see discussion below).

The La Sierra South neighborhood was also addressed in the 1978 Arlanza/La Sierra Community Plan. This community plan contains a number of goals and policies intended to address the range of different land uses and lifestyles in this area - an area which today comprises five City neighborhoods (Arlanza, La Sierra, La Sierra Acres, La Sierra





CANYON CREST DRIVE

Objective LU-18: Recognize Canyon Crest Drive as a vital parkway connection for the eastern portion of the City.

Policy LU-18.1: Develop streetscape, bicycle and pedestrian improvements that will solidify Canyon Crest Drive's role as a parkway.

LA SIERRA AVENUE

Objective LU-19: Designate La Sierra Avenue as a City parkway, providing links to major northern and southern open space areas.

Policy LU-19.1: Develop pedestrian, bicyclist and driver amenities that will enhance La Sierra Avenue's potential as a parkway.

ARLINGTON AVENUE

Objective LU-20: Recognize and enhance Arlington Avenue as a cross-city roadway that connects east to west.

Policy LU-20.1: Develop a landscaped parkway with distinctive signage that promotes the function of Arlington Avenue as a roadway that connects and links many neighborhoods and business centers.



GATEWAYS

Riverside's location makes the City a crossroads of Southern California. As a result, many thousands of people pass through Riverside each day. Well-designed gateways at the City's key points of entry help distinguish Riverside from the surrounding area, creating an improved sense of place and possibility. This Plan sets forth objectives and policies to ensure that the City's major gateways and related areas help strengthen the City's sense of place and improve the City's status within the region.

See the Arts and Culture Element under "Arts, Culture and the Economy" for more information on gateways.

In particular, review Policies AC-4.20 & AC-4.21.



LAND USE AND URBAN DESIGN ELEMENT

LA SIERRA SOUTH



La Sierra South

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La Sierra South contains an important development site on both sides of Indiana Avenue, easterly of La Sierra Avenue, owned by Riverside Community College. In 1991, a Specific Plan was prepared for an anticipated mixed-use development. If the adopted Specific Plan cannot be implemented as written, a specific plan amendment or a new specific plan is crucial to the development of this large site. It should be noted that the La Sierra Metrolink Station currently occupies a significant piece of this property on the northerly side of Indiana Avenue (see discussion below).

The La Sierra South neighborhood was also addressed in the 1978 Arlanza/La Sierra Community Plan. This community plan contains a number of goals and policies intended to address the range of different land uses and lifestyles in this area - an area which today comprises five City neighborhoods (Arlanza, La Sierra, La Sierra Acres, La Sierra



LAND USE AND URBAN DESIGN ELEMENT



Hills and La Sierra South). With respect to the contemporary La Sierra South neighborhood, the 1978 Community Plan sought to improve the overall quality of life and provide a balanced community. Goals and policies from the 1978 Community Plan are reflected in the objectives and policies below, in Citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan. Actual goals and policies from the Community Plan are in Appendix A.

The La Sierra Metrolink station area is another focus site within the neighborhood. A popular Metrolink stop, the station area is largely underdeveloped and lacks a strong connection to employment centers across the 91 Freeway. This area will benefit from a mixed-use transit village development which can provide commercial businesses and essential services to commuters, as well as residential units for the many who would enjoy the mobility and options of transit village living.

The objectives and policies listed below are specific to the La Sierra South Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

Objective LU-65: Improve the La Sierra South neighborhood, balancing the needs and interests of residents and businesses.

- Policy LU-65.1: Ensure that the unique role of hillsides in shaping the character of the neighborhood is respected in all development projects.
- Policy LU-65.2: Encourage appropriately scaled infill development for other vacant or underutilized sites in the La Sierra South neighborhood.
- Policy LU-65.3: Discourage any further reduction in the amount of land designated for industrial use.

Objective LU-66: Optimize development opportunities on underutilized and undeveloped parcels near the La Sierra Metrolink station to create appropriately scaled developments that enhance and protect nearby neighborhoods while benefitting the community at large.

For additional information and Objectives and Policies affecting the La Sierra South Neighborhood see the following:

"Magnolia Avenue/Market Street" – LU-12 and CCM-3.

"Victoria Avenue" – LU-13, CCM-2.14 and CCM-4.3.

"Riverwalk Parkway" – LU-16.

"La Sierra Avenue" – LU-19.

"Preservation of Industrial Land" – LU-24 and LU-25.

"Shared Parking on Magnolia Avenue" – CCM-13.4.

"Rescind Victoria Avenue Specific Plan" – LU-30.10.



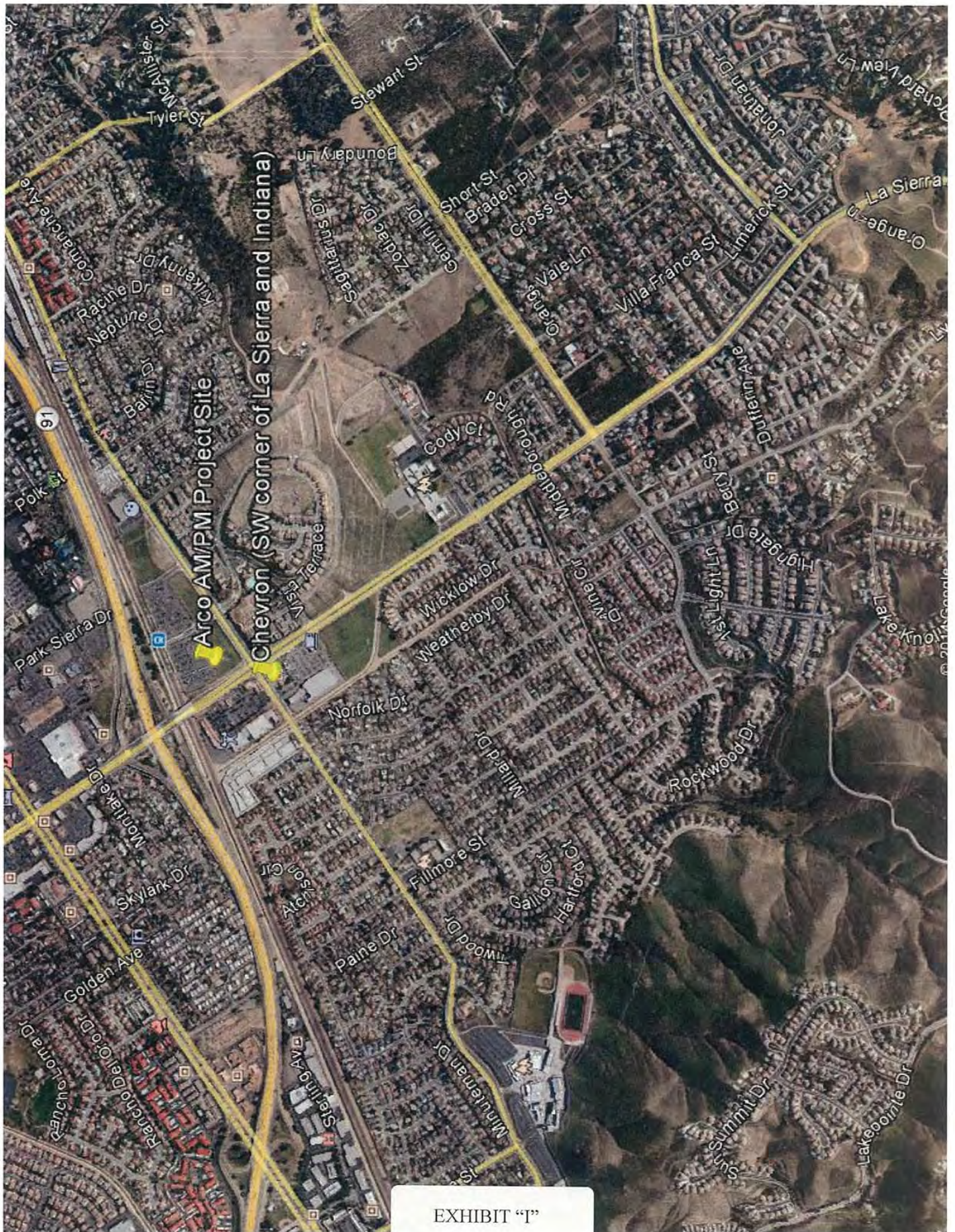


EXHIBIT "I"



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Exhibit 11

Staff Prepared Variance Justifications

WARD: 5

CASE NUMBER: **P14-0341** (Rezoning),
P13-0967 (Conditional Use Permit),
P13-0968 (Design Review), and
P14-0342 (Findings of Public Convenience and/or Necessity)

HEARING DATE: June 19, 2014

STAFF VARIANCE JUSTIFICATION FINDINGS:

- A. To allow the vehicle maneuvering and parking areas within the required 30-foot setback between vehicle fuel station buildings and a property line where only vehicle maneuvering, landscaping, and light poles are permitted in this area;
- B. To permit the concurrent sale of motor vehicle fuel with alcoholic beverages within 100 feet of a property zoned for residential uses.

FINDINGS:

1. **The strict application of the provisions of the Zoning Regulations would result in practical difficulties or unnecessary hardships in the development of this property.**

VARIANCE A: The proposal complies with this finding. The Zoning Code provides for certain setback standards for vehicle fuel stations measured from the property line to vehicle fuel station buildings & ancillary (30 foot setback), and gas pumps (20 foot setback). The Zoning Code also indicates that the areas within the prescribed setbacks may only be used for the passage or temporary standing of automobiles, landscaping, and light poles. As the proposed project provides parking spaces situated 15 feet from the property line, a variance is required. Compliance with the above mentioned standards would prove detrimental for the applicant as it would mean removing or relocating parking spaces from the setback area. As the project is sufficiently parked, the loss of parking spaces would represent an unnecessary hardship. Staff notes that the project does meet the 15-foot landscape standard in all areas adjacent to street frontages. Therefore there is sufficient space along the street frontages for adequate landscaping to benefit the project site. Based on the above, Staff can support the requested variance.

VARIANCE B: The proposal complies with this finding. The Zoning Code precludes the off-sale of alcohol within 100 feet of a residentially zoned property or residential use. The project site is located directly adjacent to residentially zoned property, currently in the R-1-7000 Zone, to the north and west. While this adjacent site is currently developed with the La Sierra Metrolink station and parking not, not a residential use despite the zoning. However, a transit-oriented residential development is proposed for the currently vacant pads to the north of the project site.

Once developed, there will be a multiple-family residential use directly adjacent to the project site, where alcohol sales are proposed. It would be practically difficult to comply with the strict application of the provisions of the Zoning Code related to the off-sale of alcohol at the project site, as it would require the physical relocation of the convenience store to provide the minimum separation requirement. It should be noted that, should the adjacent development be constructed, the closest residential building, the “carriage house” would be approximately 85 feet from the convenience store, and the primary residential building would be approximately 165 feet from the convenience store. Further, the residential development would be confined by the built environment in that a solid masonry wall, carport structures, and a drive aisle physically separate the two uses. For these reasons, it would be an unnecessary hardship to strictly adhere to the Zoning Code separation regulation between the facility and residential zone/properties in this instance.

2. There are exceptional circumstances or conditions applicable to this property or to the intended use or development of this property which do not apply generally to other property in the same zone or neighborhood.

VARIANCE A: The proposal complies with this finding. The intent of the setback standards established for vehicle fuel stations, and the provisions which prohibit parking stalls within setbacks, is to create frontages which are not auto-orientated and can be enhanced with sufficient landscaping, while still providing proper visibility and access to the commercial business. The project site is uniquely situated with primary street frontage from Indiana Avenue to the east. The site is generally at-grade with Indiana Avenue, however the southerly frontage along La Sierra Avenue is significantly sloped as La Sierra Avenue rises to the west as the street crosses the railroad grade-separation and State Highway 91. The retaining walls and grade difference provide limitations in access and visibility into the project site from La Sierra Avenue. The northerly and westerly boundaries of the project are bounded by the La Sierra Metrolink Station and the site to be developed with a transit-oriented residential development. These constraints and unique configurations preclude the project from relocating the parking spaces within the front setback to other areas. As was mentioned in response #1, and based on the above, the request to permit parking within the setback can be supported as there sufficient space along the street frontage for adequate landscaping that satisfies the 15-foot landscape standard.

VARIANCE B: The proposal complies with this finding. The project site is located directly adjacent to residentially zoned property, currently in the R-1-7000 Zone, to the north and west. As mentioned a transit-oriented residential development is proposed on the adjacent site. It would be practically difficult to comply with the strict application of the provisions of the Zoning Code related to the off-sale of alcohol at the proposed convenience store, as it would require the physical relocation of the convenience store to provide the minimum separation requirement. Further, it should be noted that the residential development would be confined by the built environment in that a solid masonry wall, carport structures, and a drive aisle physically separate the two uses. The closest residential building, the “carriage house” would be approximately 85 feet from the convenience store, and the primary residential building would be approximately 165 feet from the convenience store. For these reasons, it would be an unnecessary hardship to strictly adhere to the Zoning Code separation regulation between the facility and residential properties/zone in this instance.

3. **The granting of this request will not prove materially detrimental to the public welfare or injurious to the property or improvements in the neighborhood in which the property is located.**

ALL VARIANCES: The proposal complies with this finding, with the recommended conditions of approval. Based on the facts contained in findings 1 and 2 above, the granting of the requested variance will not prove detrimental to the adjacent residentially zoned properties or other property owners in the immediate area. The project will be conditioned to ensure that neighborhood compatibility concerns will be addressed in conjunction with the off-sale of beer and wine concurrent to vehicle fuel sales. Specifically, provisions against the sales of fortified wine or liquor “singles”, that the parking lot and the premises maintain sufficient lighting, that the management maintain the site free of litter and graffiti, and that employees attend an appropriate training session prior to the commencement of alcohol sales will be required. Furthermore, a twelve month review is recommended and a provision requiring an automatic revocation hearing should three or more verified complaints specifically tied to the management and sales of alcohol be recorded. Proper fulfillment of these conditions of approval will result in a properly operated facility that will be an asset to the neighborhood. Additionally, the project will be required to meet, if not exceed, standards contained in the *Citywide Design Guidelines* which pertain to landscaping and architectural design. Proper fulfillment of these conditions of approval will result in a properly operated facility that will be an asset to the neighborhood.

4. **The granting of this request will not be contrary to the objectives of the General Plan.**

ALL VARIANCES: Based on the scope of the requested variances, the granting of this request will not be contrary to the objectives of the General Plan 2025 or the Riverwalk Vista Specific Plan.



CJC Design, Inc.

Design

Planning

Permitting

Project Description

Date: November 19, 2013

Project Address: Arco Station
NEC La Sierra Avenue @ Indiana
Riverside, Ca.

Project Description:

Development of vacant property with new state of the art service station which, will provide a variety of services to consumers within the City of Riverside residence, businesses and visitors. This Service station offers a 4,700 square foot AM/PM Minimart with a sale of ancillary food such as coffee, prepackaged and prepared pastries, candies, soft drinks, beer, wine, etc., typically offered at convenient stores. In addition, AM/PM Minimart offers prepackaged hot dogs, hamburger and other sandwiches which are prepared at the facility and sold in a food wrap package as "TO GO" food. 2,365sf of second floor office / storage space is also proposed above convenience store and car wash tunnel.

The facility will include a self serve car wash which will operate 24 hours a day or as approved by city of Riverside. The car wash is fully automatic without attendant. Adjacent to the car wash tunnel two (2) detail tunnels will be provided which will provides car wash detail services

The facility will provide unleaded fuel to cars through eight (8) fueling dispensers under canopy at the center of the lot for vehicles. Fueling hours of operation are 24 hrs/day 365 days/year.

The Food Mart will have a Minimum of 2 employees at each shift and will operate 24 hours a day, 365 days a year. Beer and wine will be sold from 6:00 am to 2:00 am daily or as approved by the City of Riverside and Alcoholic Beverage Control.

Site Design

The site has been designed to create smooth traffic flow throughout the facility. There are two (2) proposed access to the site. Indiana Avenue provides full ingress/egress to the site and La Sierra Avenue driveway is dedicated to provide only ingress to the site.

140 N. Maple Street, Suite 101
Corona, Ca. 92880
Tel: (714) 920-9643
Fax: (951) 371-1414
www.cjccorp.com



CJC Design, Inc.

Design

Planning

Permitting

The fueling canopy/islands have been placed perpendicular to Indiana for the traffic to be able to make an easy access to the fueling dispensers.

The underground tanks are located such that the tanker trucks will be able to enter the site from Indiana access point and exit from the Indiana egress by dropping fuel to underground tank fills on the right hand side of the truck. The location of the underground tanks is determined and approved by Arco Fuel Delivery Terminal to provide the safest and most convenient way of fuel delivery to the site.

The fuel delivery is typically scheduled at the least active time of business. The tanks will have a capacity of 52,000 gallons of fuel, of which 30,000 gallon will be dedicated to the most demanding fuel (Unleaded 87), 10,000 gallons to Unleaded 91 and 12,000 gallons to Diesel. This volume will reduce the amount of fuel delivery to the site, as well as provide enough fuel inside the underground tanks to allow fuel delivery during the least demanding time of the day.

The applicant has explored a variety of layouts as to the placement of the building and fueling islands and have determined that this layout will provide the best flow of traffic and circulation

Currently there are 25 parking spaces that are being proposed along with 16 fueling spaces at the dispenser islands. Pursuant to Riverside Municipal Code, one space must be provided for every 250 sq. ft. of gross floor area for retail facilities and One space per Car Wash Bay; therefore 22 spaces are required.

Architecture

The AM/PM Food Mart building architecture has been designed to complement adjacent businesses. Arco anticipates the architecture of the building will be a tremendous compliment to this corner property.

The architecture of the building encompasses two towers on each front corner of the building with cornice trim and stacking stone base. The entrance of the building has been designed with a larger tower to create a grand entrance to the building.

The canopy has also been designed to match the new proposed AM/PM Minimart with equal architectural treatments and colors.

The colors of the building and canopy will be earth-tone colors to complement and match the surrounding properties.

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CJC Design, Inc.

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Planning

Permitting

Arco is one of the leaders of utilizing “Green Environment” design into their facilities. As such effort, measures have been taken to install LED lighting under canopy, which is IDA approved Dark-Sky Friendly.

The LED lighting is an environmentally responsible choice, by reducing the power requirements with corresponding reductions in carbon-dioxide (CO₂), sulfur-dioxide (SO₂) and nitrous-oxide. Nationwide over the next 10 years, solid-state lighting has the potential to save the equivalent of 300 million trees and 150 billion gallons of gas.

The LED lighting saves energy, contains no mercury (which requires special disposal as a hazardous material) and produces no UV light.

In addition, the project will have a significant amount of trees and landscaping which will be maintained at all times to enhance and beautify the site and surrounding area.

The applicant is further taking steps into “Green Environment” responsibilities by complying with 2012 California Green Building Code requirements.

In conclusion, the applicant believes this site not only provides the convenience of a one-stop service station to the residents and visitors of the City of Riverside, but also the architecture and design of the site will attract all individuals to take pleasure in their visit to this station and the City of Riverside.

If you need any additional information, please do not hesitate to give me a call.

Sincerely,

CJC Design, Inc.

Fred Cohen
Principal

FC/ag
Enclosures

cc: BP Arco

140 N. Maple Street, Suite 101
Corona, Ca. 92880
Tel: (714) 920-9643
Fax: (951) 371-1414
www.cjccorp.com

GRESHAM | SAVAGE
ATTORNEYS AT LAW

Alicen.Wong@GreshamSavage.com · San Bernardino Office
(909) 890-4499 · fax (909) 890-9877

April 16, 2014

VIA HAND DELIVERY

Honorable Members of the Planning Commission
City of Riverside
3900 Main Street, 3rd Floor
Riverside CA 92522

Re: Request for Finding of Public Convenience or Necessity
Beer and Wine Sales (Type 20 ABC License)
Arco AM/PM at the NE Corner of La Sierra Avenue and Indiana Avenue

Our firm represents Oscar and Sheila Etemadian, the property owners and the project proponents, regarding the sale of beer and wine for off-site consumption at the ARCO AM/PM.

Census Tract Information

The site is located in census tract 414.03. Based on population, one off-sale alcohol license is permitted and one exists (a liquor license at M & M Liquor Market, 10555 Indiana Ave, Suite 101). Therefore, the Department of Alcoholic Beverage Control requires a finding of public convenience or necessity (a "PCN Finding") to permit a beer and wine license at the store. The ABC Application Worksheet with the overconcentration statistics, a map of the census tract, and the printout showing the name of the licensed business in the census tract, are attached as Exhibit "A - Pages 1 through 3".

For informational purposes, the Chevron gas station at the southwest corner of La Sierra Avenue and Indiana Avenue is currently licensed to sell beer and wine. The Chevron is located in census tract 0414.04, the census tract to the west of the site. A map the Chevron census tract, and the printout showing the names of the licensed businesses in that census tract, are attached as Exhibit "B - Pages 1 and 2".

Since 1910

SAN BERNARDINO 550 East Hospitality Lane, Suite 300 • San Bernardino, California 92408
RIVERSIDE 3750 University Avenue, Suite 250 • Riverside, California 92501
SAN DIEGO 550 West C Street, Suite 1810 • San Diego, California 92101
LOS ANGELES 333 South Hope Street, 35th Floor • Los Angeles, California 90071
GreshamSavage.com

Project Information

The proposed ARCO AM/PM will be 4,700 square feet in size not including the second floor office. The Floor Plan identifies eighteen refrigerator doors, of which seven will contain cold beer and wine. Warm beer in 18 and 24 packs will be displayed on the end caps of the aisles closest to the cold alcoholic beverages (see the Floor Plan with the refrigerated and the warm beer and wine areas marked, attached as Exhibit "C").

The store is proposing to operate twenty-four hours per day, but as required by State law, the Owners are proposing to limit the sale of beer and wine to between 6 AM and 2 AM only. To ensure that this restriction is strictly enforced, the Owner intends to equip the refrigerator doors that contain the beer and wine with locks that operate at 2 AM automatically.

PCN Findings

To assist the Commission in considering this request, please see the information below:

- **Products or services provided by the Arco AM/PM that are different and unique to the area:**

As required by Arco, the building design, the floor plan layout, and the inventory of products will conform to the prototypical Arco AM/PM model. Although the finding above focuses on whether the project is unique or different, this project will be a benefit to the City at large, and to local residents, because the store design is familiar, the food and beverage items are consistent with other ARCO AM/PMs, and business model is very convenient for automobile owners who appreciate the opportunity to purchase convenience store items while they're putting gasoline in their cars.

- **Improvements proposed for the site that will be beneficial to the surrounding community:**

The development of the store next to the Metrolink Station will be a convenience to transit customers. Local residents and Metrolink passengers will have direct access to the site from Indiana Avenue and will find the 16 covered gas pumps and the car wash a convenience. A landscaped buffer 8,075 square feet in size (15.8 percent of the site) will provide a green buffer that separates the gas station canopy from the adjacent roadways.

- **The issuance of a beer and wine license at the Arco AM/PM and the operation of that business will not contribute to or aggravate an existing crime problem in the area:**

The Owners have significant experience operating ARCO AM/PMs. They intend to operate the Riverside store personally, and currently own and operate ARCO AM/PMs in Rancho Cucamonga (Day Creek ARCO AM/PM 12280 Highland Avenue) and in Upland (Campus ARCO AM/PM 1138 E. 20th Street). They also own The Truck Stop at 23261 Cajalco Road in Perris in partnership with the operator.

The sale of beer and wine at the store will increase customer convenience, without jeopardizing public safety, as a result of the precautions discussed below:

State of the Art Cash Registers: ARCO requires its franchisees to utilize cash registers with state of the art technology that calculates and confirms the customer's age as part of every alcohol-sales transaction. When a cashier scans an alcoholic beverage, the cash register stops the sale until the cashier requires the customer to swipe their driver's license. Without a valid license, the cash register will not complete the transaction. This technology calculates the customer's age for the cashier and removes the possibility of error, reducing the sale of alcohol to underage customers.

Responsible Alcohol-Sales Training Program: The Owners, the Store Manager, and all employees will be required to attend the Licensee Education on Alcohol and Drugs ("LEAD") program, offered by the ABC, on a regular basis, and keep current regarding California's laws governing the sale of alcohol.

Security Cameras: The Owners will install 30 security cameras with sound capability, 12 inside and 18 outside the store, in locations that provide the best vantage point for monitoring purposes.

- Exterior cameras will capture activities and voices under the gasoline canopy, in the parking area on Indiana, at the entrance and exit to the car wash, and on the east and west sides of the store.
- A camera will be installed at the driveway on Indiana Avenue to record the license plate number of every car that exits the site.

Honorable Members of the Planning Commission

April 16, 2014

Page 4

- o Interior cameras will record every cash register transaction, how the cashier handles it, identify the customer's face and voice, in addition to monitoring inventory.

When the Owners hire an employee, they will advise them of the cameras over the cash registers and warn them that if they sell alcohol to a minor, they will be terminated. Technology exists today that will allow the Owners and the Store Manager to view footage from every camera in the store in real time from remote locations.

Alcohol Display Location: Locating warm beer in the rear of the store discourages and interferes with the "grab and go" theft of beer.

Parking Lot Safety: Parking lot lighting will promote safety on the site and facilitate clear pictures from the exterior cameras. The exterior cameras will be visible to customers outside the store, and together with signage prohibiting loitering, will allow the Owners and the Store Manager to prevent unwanted behavior, if it occurs.

Owner's Volunteered Conditions: The Owners have made it a policy to prohibit the sale of single servings of alcoholic beverages at their existing businesses and intend to extend this policy to the Riverside location, subject to approval of this request.

Educational Activities: On behalf of itself and its Franchisees, ARCO works to educate the public regarding the dangers of alcohol abuse. Franchise fees paid by the Owner support ARCO in these endeavors.

- o By funding Mothers Against Drunk Driving, a group whose mission is to stop drunk driving, support victims of drunk driving, and prevent underage drinking, and
- o By educating students at high schools, colleges and universities regarding the dangers of alcohol abuse.

Based on the Owner's intent to personally operate the store with the precautions described above, the sale of beer and wine is not expected to jeopardize public safety in the neighborhood, at the Metrolink station, or in the City at large. For these reasons, we ask you to approve the PCN finding to permit the sale of beer and wine at this site.

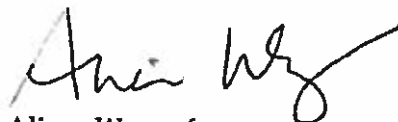
Honorable Members of the Planning Commission

April 16, 2014

Page 5

Thank you for your consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "Alicen Wong", written over a horizontal line.

Alicen Wong, for
GRESHAM SAVAGE
NOLAN & TILDEN,
A Professional Corporation

ACW:jk
Enclosures



EXHIBIT "A" - Page 1

23958.4 B & P APPLICATION WORK SHEET

PREMISES ADDRESS: NEC La Sierra and Indiana, Riverside, CA

LICENSE TYPE: 21- Off Sale

1. 90 day rule applies: Yes / No (if yes, no stats or PC or N required)

2. CRIME REPORTING DISTRICT

_____ Jurisdiction unable to provide statistical data.

Reporting District: _____.

Total number of reporting districts: _____.

Total number of offenses: _____.

Average number of offenses per district: _____.

120% of average number of offenses: _____.

Total offenses in district: _____.

3. CENSUS TRACT / UNDUE CONCENTRATION

Census Tract: 0414.03

Population: _____ / County Ratio _____.

Number of licenses allowed: 1.

Number of existing licenses: 1.

Undue concentration exists: Yes / No

Letter of public convenience or necessity required: Governing Body/Applicant

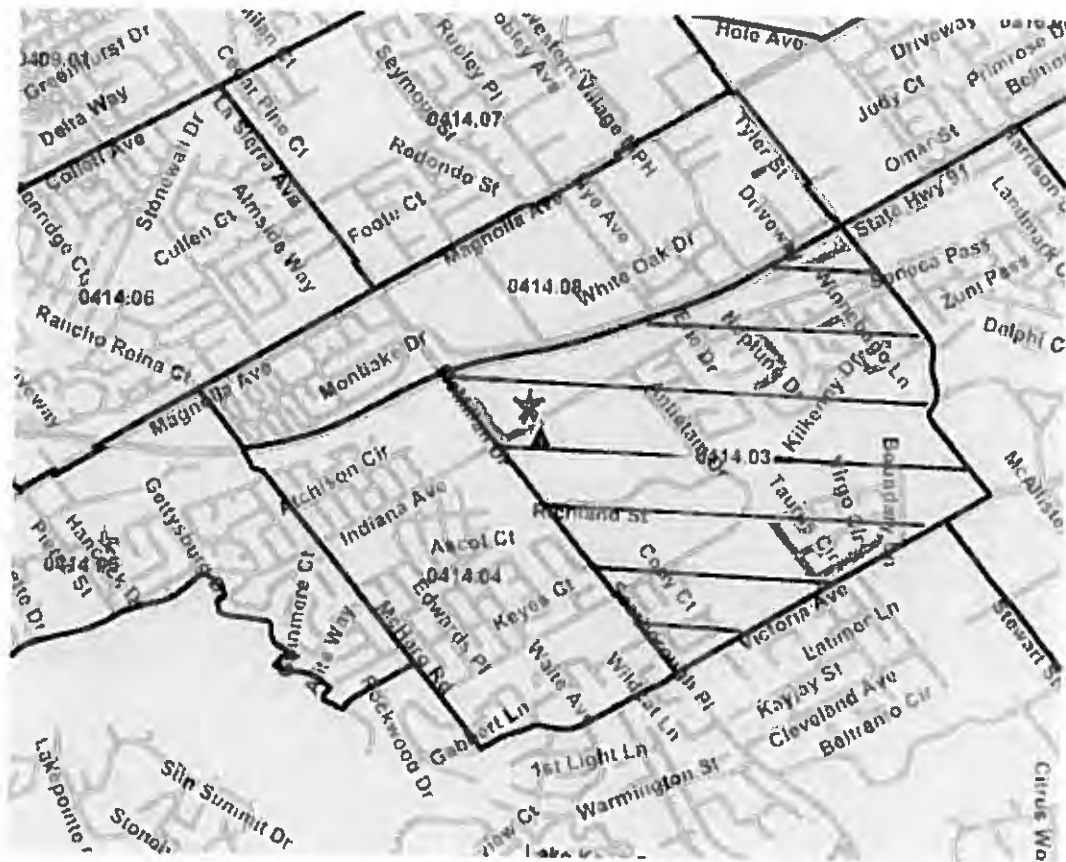
Three time publication required: Yes / No

Person Taking Application

Investigator

Supervisor

11/21/2014



2013 Information	
Street Address	10960 YELLOWBLUFF CT
City Name	RIVERSIDE
State Abbr	CA
Zip Code	92503
MSA/MD Code	40140
State Code	06
County Code	065
Tract Code	0414.03

Legend	
	Highway
	Tract
	Street



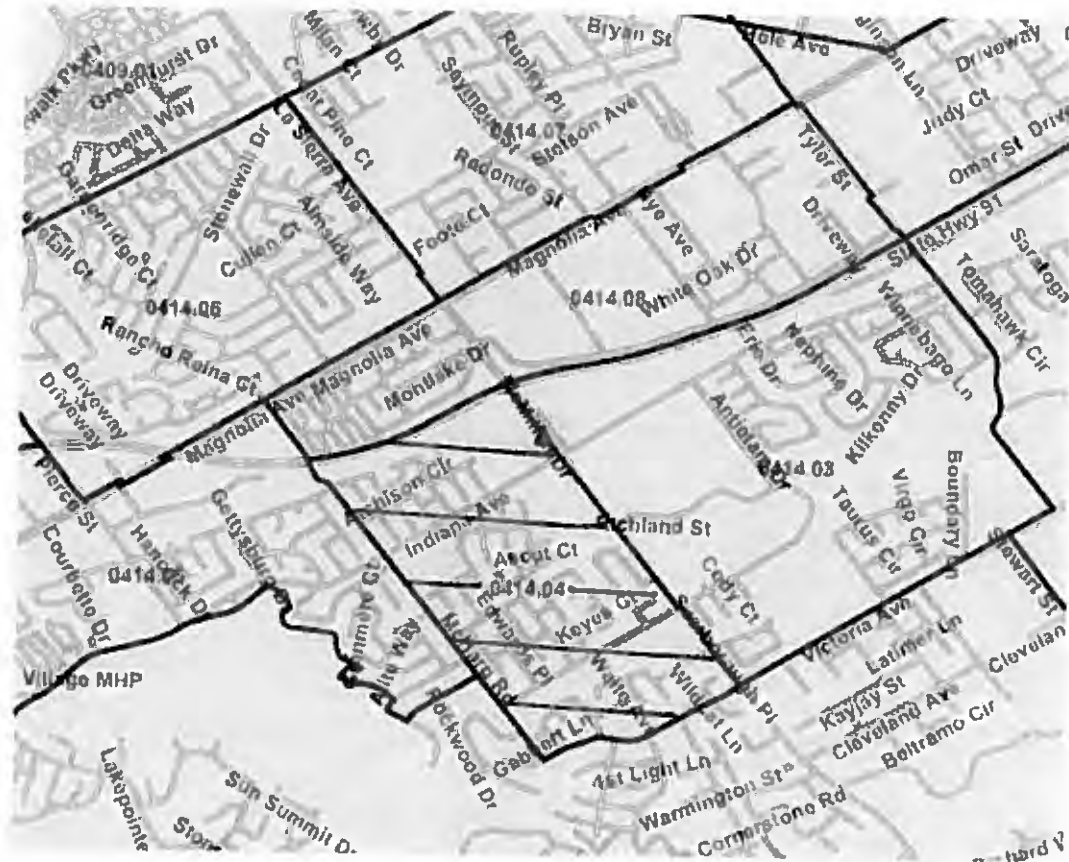
California Department of Alcoholic Beverage Control
For the County of RIVERSIDE - (Off-Sale Licenses)
and Census Tract = 414.03

Report as of 1/21/2014

	License Number	Status	License Type	Orig. Iss. Date	Expir Date	Primary Owner and Premises Addr.	Business Name	Mailing Address	Geo Code
1)	398626	ACTIVE	21	3/27/2003	3/31/2014	KHALAF, MAJDI M 10555 INDIANA AVE, STE 101 RIVERSIDE, CA 92503 Census Tract: 0414.03	M & M LIQUOR & MARKET		3312

--- End of Report ---

For a definition of codes, view our [glossary](#).



2013 Information	
Street Address	3440 LA SIERRA AVE
City Name	RIVERSIDE
State Abbr	CA
Zip Code	92503
MSA/MD Code	40140
State Code	06
County Code	065
Tract Code	0414.04

Legend	
	Highway
	Tract
	Street



California Department of Alcoholic Beverage Control
For the County of RIVERSIDE - (Off-Sale Licenses)
and Census Tract = 414.04

Report as of 1/20/2014

	License Number	Status	License Type	Orig. Iss. Date	Expir Date	Primary Owner and Premises Addr.	Business Name	Mailing Address	Geo Code
1)	226254	ACTIVE	21	12/7/1988	4/30/2014	STATER BROS MARKETS 3420 LA SIERRA AVE RIVERSIDE, CA 92503 Census Tract: 0414.04	STATER BROS MARKETS 115	PO BOX 150 SAN BERNARDINO, CA 92402-0150	3312
2)	417694	ACTIVE	21	11/29/2006	6/30/2014	RALPHS GROCERY COMPANY 3350 LA SIERRA AVE RIVERSIDE, CA 92503-5228 Census Tract: 0414.04	RALPHS 98	PO BOX 54143 LOS ANGELES, CA 90054-0143	3312
3)	436159	ACTIVE	20	6/20/2006	6/30/2014	CHEVRON STATIONS INC 3390 LA SIERRA AVE RIVERSIDE, CA 92503 Census Tract: 0414.04	CHEVRON 1485 200734	PO BOX 2292, BUSINESS LICENSE & PERMIT BREA, CA 92822-2292	3312
4)	477436	ACTIVE	21	6/22/2009	5/31/2014	GARFIELD BEACH CVS LLC 3440 LA SIERRA AVE RIVERSIDE, CA 92503-5203 Census Tract: 0414.04	CVS PHARMACY STORE 9910	1 CVS DR, MAIL DROP 23062A WOONSOCKET, RI 02895-6146	3312

--- End of Report ---

For a definition of codes, view our [glossary](#).

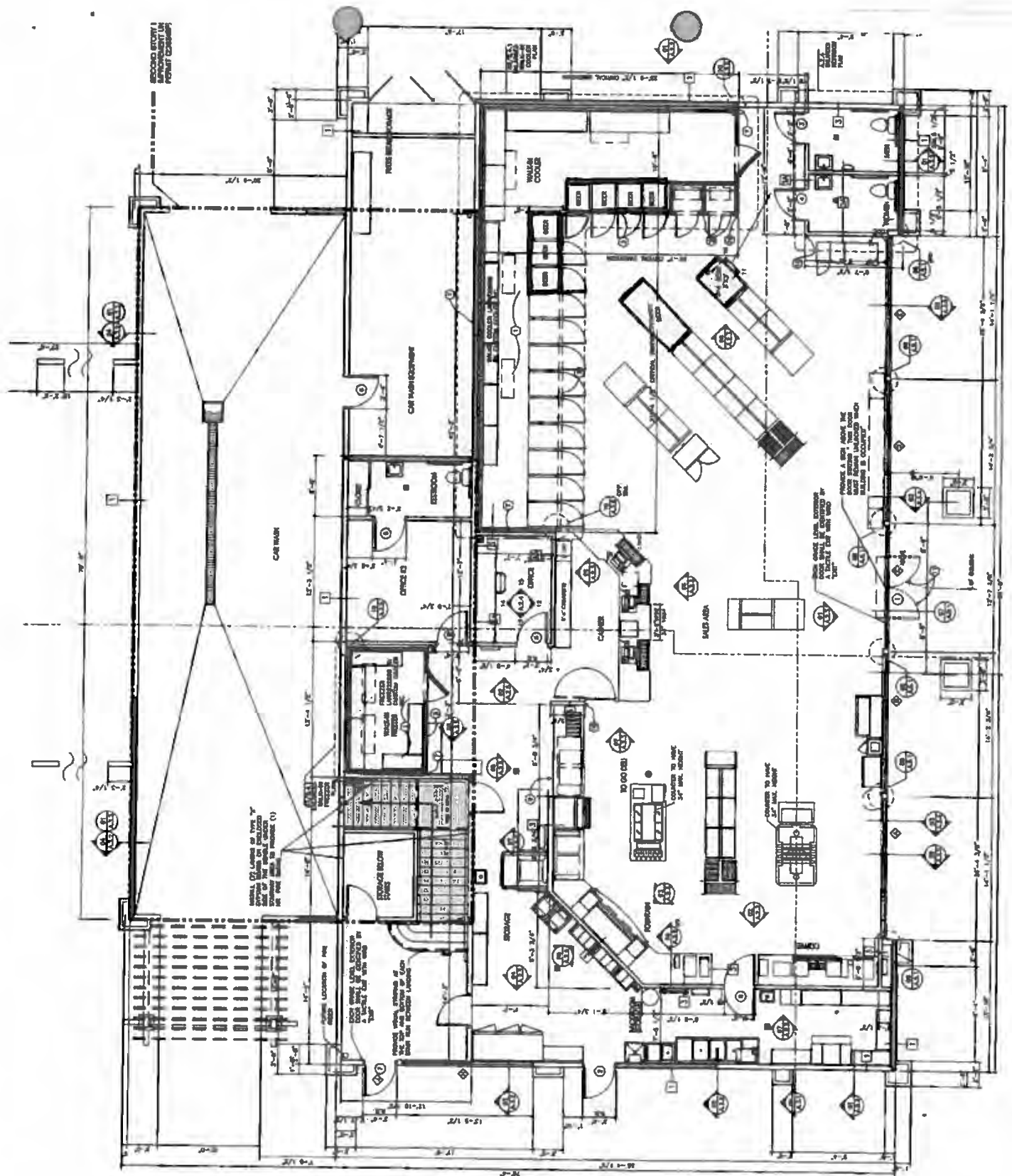


EXHIBIT "C"

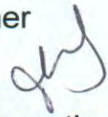


MEMO

Police Department

DATE: January 29, 2014

TO: Kyle Smith
Associate Planner

FROM: Jeffrey L. Greer 
Deputy Chief, Operations

RE: Planning Cases P13-0967 and 0968 Conditional Use Permit
La Sierra/Indiana (Fuel Station /Car Wash) West NPC

This letter is pursuant to your correspondence dated December 6, 2013. The Riverside Police Department conducted a thorough review of the proposed Conditional Use Permit to allow the construction of a fuel station, automated vehicle wash facility and convenience store with an off-sale beer and wine license. Based on that review, the Riverside Police Department has no objections pertaining to the pending application.

However, should a Conditional Use Permit be granted by the Planning Commission or City Council, the Riverside Police Department requests the following conditions be applied in addition to any requirements made by the Planning Division:

1. *There shall be no consumption of alcoholic beverages on the store property and this requirement will be prominently posted throughout the property.*
2. *No single units of beer or fortified wine/liquor shall be allowed to be sold. Beer shall only be sold in six-pack or larger pre-packaged lots.*
3. *Any adult-oriented magazines, video tapes and other similar materials shall be displayed in an area partitioned off from, and not visible to, the general public or minors and shall be labeled "Adults Only."*
4. *There shall be no coin-operated games maintained upon the premises at any time.*
5. *The parking lot of the premises shall be equipped with lighting of sufficient power to illuminate and make easily discernible the appearance and conduct of all persons on or about the parking lot.*

P13-0967/0968 & P14-0341/0342
Exhibit 13

ATTACHMENT 2

6. *The lighting in the parking lot of the premises shall be directed, positioned and shielded in such a manner so as not to unreasonably illuminate the area of nearby residences.*
7. *The applicant shall be responsible for maintaining free of litter, the area adjacent to the premises over which they have control.*
8. *The applicant shall be responsible for maintaining free from graffiti, the area adjacent to the premises over which they have control.*
9. *No loitering shall be permitted on any property adjacent to the licensed premises and under the control of the licensee.*
10. *The applicant shall provide adequate landscaping and landscape maintenance to maintain a professional property appearance.*
11. *No pay phones shall be installed or maintained outside the building.*
12. *The licensee/employees shall attend a 3-hour LEAD (License, Education, Alcohol and Drugs) class presented by the Riverside Office of the Alcoholic Beverage Control within 90 days of obtaining the license upgrade.*
13. *The required conditional use permit is subject to mandatory six-month review. In addition to any other stipulations made by the Planning Division, three or more sustained complaints within any 12-month period received by the Riverside Police Department regarding disturbances caused at the site by patrons or staff shall be grounds for revocation proceedings.*
14. *The subject alcoholic beverage license shall not be exchanged for a public premises type license or operated as a public premise. All alcoholic beverages sold shall be for consumption off the premises.*
15. *The business windows shall not be tinted or obscured in any way, including by temporary or painted window signs, and the interior lighting of the building shall remain at adequate levels to clearly see into the business from the exterior.*
16. *Management shall actively participate in Business Watch through the Riverside Police Department.*

If you have any questions regarding this request, please contact Traci Dosé, Supervising Crime Analyst, at (951) 353-7620.

JLG:td

P13-0967/0968 & P14-0341/0342
Exhibit 13

P13-0967/0968 & P14-0341/0342
Exhibit 14 - Site Photos



P13-0967/0968 & P14-0341/0342
Exhibit 14 - Site Photos



P13-0967/0968 & P14-0341/0342
Exhibit 14 - Site Photos



P13-0967/0968 & P14-0341/0342
Exhibit 14 - Site Photos

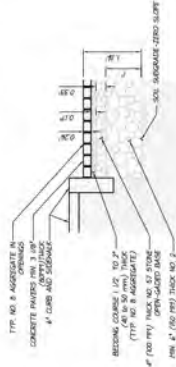
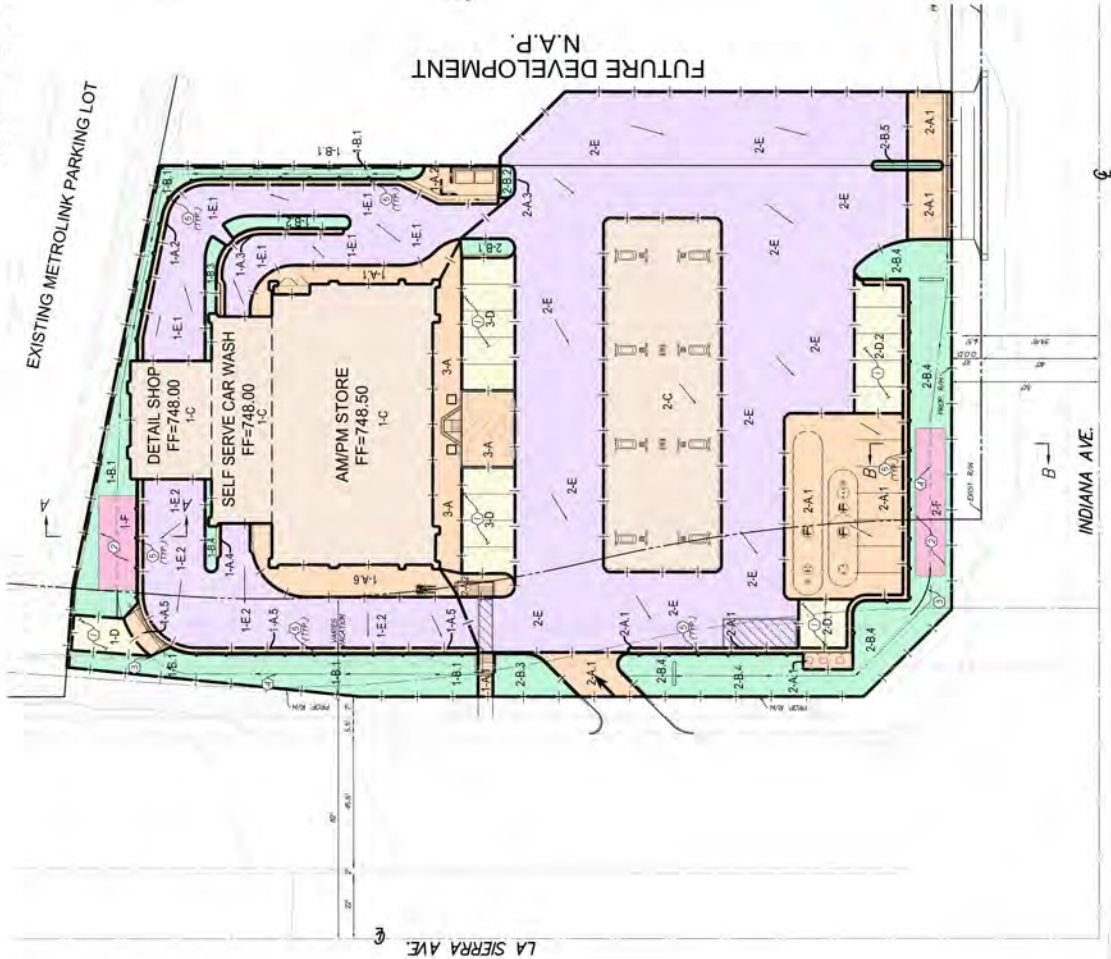


P13-0967/0968 & P14-0341/0342
Exhibit 14 - Site Photos

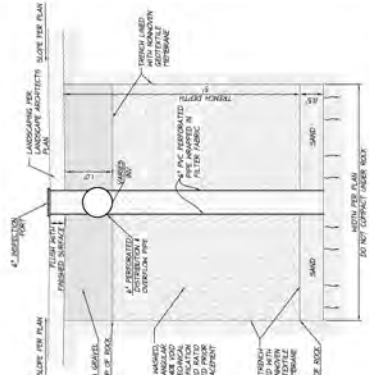


WQMP SITE PLAN INDIANA AVENUE GAS STATION CITY OF RIVERSIDE

SHEET 1 OF 1



PERVIOUS PAVERS SECTION
NOT TO SCALE



INfiltration TRENCH DETAIL
NOT TO SCALE

LOT DRAINAGE MANAGEMENT AREAS		
DMA ID	SURFACE TYPE	AREA (SQ. FT.)
1-A.1	Concrete	543
1-A.2	Concrete	150
1-A.3	Concrete	150
1-A.4	Concrete	35
1-A.5	Concrete	35
1-A.6	Concrete	428
1-A.7	Concrete	428
1-A.8	Concrete	3414
1-A.9	Concrete	161
1-A.10	Concrete	115
1-A.11	Concrete	7793
1-A.12	Concrete	250
1-A.13	Concrete	3104
1-A.14	Concrete	400
1-A.15	Concrete	400
1-A.16	Concrete	4,203
1-A.17	Concrete	149
1-A.18	Concrete	9
1-A.19	Concrete	43
1-A.20	Concrete	314
1-A.21	Concrete	3,032
1-A.22	Concrete	4,795
1-A.23	Concrete	274
1-A.24	Concrete	774
1-A.25	Concrete	1,500
1-A.26	Concrete	1,500
1-A.27	Concrete	1,500
1-A.28	Concrete	1,500
1-A.29	Concrete	1,500
1-A.30	Concrete	1,500
1-A.31	Concrete	1,500
1-A.32	Concrete	1,500
1-A.33	Concrete	1,500
1-A.34	Concrete	1,500
1-A.35	Concrete	1,500
1-A.36	Concrete	1,500
1-A.37	Concrete	1,500
1-A.38	Concrete	1,500
1-A.39	Concrete	1,500
1-A.40	Concrete	1,500
1-A.41	Concrete	1,500
1-A.42	Concrete	1,500
1-A.43	Concrete	1,500
1-A.44	Concrete	1,500
1-A.45	Concrete	1,500
1-A.46	Concrete	1,500
1-A.47	Concrete	1,500
1-A.48	Concrete	1,500
1-A.49	Concrete	1,500
1-A.50	Concrete	1,500

SECTION "A-A"
SCALE 1/4"=1'-0"

SECTION "B-B"
SCALE 1/4"=1'-0"

- BMP LEGEND**
- 1. PROPOSED PERVIOUS PAVERS
 - 2. PROPOSED INFILTRATION
 - 3. PROPOSED 12\"/>

DMA AREA LEGEND



PREPARED BY:



INDIANA AVENUE
GAS STATION
WQMP SITE PLAN

From: Robert McClure <mcclure2826@sbcglobal.net>
Sent: Tuesday, June 10, 2014 4:00 PM
To: Smith, Kyle J.
Cc: Perry, Jim J.; MacArthur, Chris
Subject: Arco Station at the corner of LaSierra and Indiana Avenues

I have recently become aware of a proposal to construct a gas station and car wash at the corner of La Sierra and Indiana Avenues. In reviewing the proposal, I must voice my concern about the building of this project.

The proposal shows ingress from La Sierra Avenue that would have vehicles crossing the sidewalk where students from Arizona Middle School are walking to and from school. Also there is no egress from the property onto La Sierra Avenue. Persons wanting to use the facility travelling south on La Sierra Avenue would have to make a U-turn at Indiana and immediately move three lanes to the immediate right hand lane to enter the property, a very unsafe maneuver as that lane is also for immediate eastbound highway 91 entrance. The other option would be for southbound traffic to make a left turn on Indiana Avenue and then a left turn across very busy westbound traffic to enter the property.

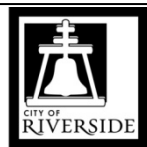
It also appears from looking at the plot map that the entrance to the proposed apartment complex at this location and the entrance to the gas station would be one and the same, a very unwise move.

It would appear to me that traffic and safety issues should be further considered before a project of this type is allowed to be placed at this location. This intersection is always very heavily congested and this facility will only add to an already severe traffic problem. The ability to enter and exit the station is an accident waiting to happen. This is a very busy corner and I have seen people rushing to make the light nearly cause accidents without someone trying to change lanes to get into a gas station.

The safety of the students from Arizona Middle School also would lead one to conclude the location of this facility is not in the best interest of the community and its members.

Thank you for your consideration of these views.

Robert R. McClure
10938 Starlight Ct.
Riverside, CA 92505



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

DRAFT NEGATIVE DECLARATION

WARD: 5

1. **Case Number:** P13-0967, P13-0968, P14-0341 & P14-0342
2. **Project Title:** La Sierra Avenue/Indiana Avenue Vehicle Fuel Station and Vehicle Wash Facility
3. **Hearing Date:** June 19, 2014
4. **Lead Agency:** City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522
5. **Contact Person:** Kyle Smith, Associate Planner
Phone Number: (951) 826-5220
6. **Project Location:** on approximately 1.2 vacant acres of a 13 acre site situated on the northeasterly corner of La Sierra Avenue and Indiana Avenue, adjacent to and southerly of the existing La Sierra Metrolink station and parking lot, in the R-1-7000-SP – Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones in Ward 5
7. **Project Applicant/Project Sponsor's Name and Address:**

<u>Property Owner</u>	<u>Applicant</u>	<u>Engineer</u>
Riverside County Transportation Commission (RCTC) 4080 Lemon Street, Third Floor Riverside, CA 92501	Fred Cohen CJC Design, Inc. 140 N. Maple Street, Suite 101 Corona, CA 92880	Andrew Walcker IW Consulting Engineers, Inc. 3544 University Ave. Riverside, CA 92501
8. **General Plan Designation:** MU-U – Mixed Use Urban
9. **Zoning:** R-1-7000-SP – Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
(Proposed CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones)

10. Description of Project:

The project site consists of a 1.2 acre portion of a vacant 13 acre site situated on the northeasterly corner of La Sierra Avenue and Indiana Avenue, adjacent to and southerly of the existing La Sierra Metrolink station and parking lot. Existing development on the 13 acre parcel consists of the La Sierra Metrolink parking lot. The vacant pad where the proposed project is located was established as part of the expansion of the Metrolink parking lot in 2002, approved under Planning Case CU-028-945, and has been utilized as a drainage basin for the parking lots. As a matter of information, the City Planning Commission recommended approval of a 187 unit

transit oriented development located on the balance of the subject pad and the adjacent northerly pad on May 8, 2014.

The project site is uniquely situated with primary street frontage from Indiana Avenue to the south. The site is generally at-grade with Indiana Avenue; however the westerly frontage along La Sierra Avenue is significantly sloped as La Sierra Avenue rises to the north as the street extends over a railroad grade-separation and State Highway 91. The grade difference poses limitations in access and visibility into the project site from La Sierra Avenue.

The applicant is proposing to establish a vehicle fuel station with related retail sales and services on the subject site. The proposed vehicle fuel station will contain eight pumps under an approximately 4,760 square-foot vehicle fuel canopy, an approximately 4,700 square-foot convenience store with second story office and storage areas and vehicle wash facilities, including a single-lane automated vehicle wash bay and two-lane self-service (coin-operated) vehicle wash bays. The convenience store will have a minimum of two employees on each shift and will operate 24 hours a day. The car wash is proposed to operate 24 hours a day as well. In conjunction with this project, the applicant is proposing the concurrent sale of motor vehicle fuel and the off-sale of beer and wine within the convenience store.

The proposed building architecture includes towers on each corner of the front elevation of the building. Additionally, cornice trim, a stacked stone base, and earth-tone colors are proposed to be utilized on the exterior of the convenience store building. The gas canopy has been designed to match the new convenience store building with similar architectural treatments and colors. Primary vehicular access to the vehicle fuel station is proposed from a proposed two-way driveway along the Indiana Avenue frontage that will be shared with the adjacent transit oriented residential development to the east. As well as a second driveway along the La Sierra Avenue frontage is proposed and will be limited to ingress only to the site.

To facilitate the proposed project, the following entitlements are requested:

- An Amendment to the Zoning Code (Title 19 of the Municipal Code) to rezone approximately 1.2 acres from the R-1-7000-SP – Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones to the CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones;
- A Conditional Use Permit to allow construction of a vehicle fuel station with an automated vehicle wash facility and two self-service (coin-operated) vehicle wash facilities and the concurrent off-sale of beer and wine in conjunction with vehicle fuel sales;
- Findings of Public Convenience and/or Necessity to permit a second off-sale alcohol license in the subject Census Tract where one off-sale license is expected; and
- The Design Review of the plot plan and building elevations for an approximately 4,760 square-foot vehicle fuel canopy structure, an approximately 4,700 square-foot convenience store with second story office and storage areas, an approximately 2,277 square-foot attached vehicle wash facility with a single-lane automated vehicle wash bay and a two-lane self-service (coin-operated) vehicle wash bays.

An approximately 12,758 square-foot portion of the project site located directly contiguous to La Sierra Avenue is located within the public-right-of-way. Designed as McMillian Street, this area is not developed for street purposes and is only retained as right-of-way to provide access to the adjacent flood control channel, railroad, and La Sierra Avenue Bridge. In order for the proposed project to be constructed, this area will be required to be removed from the public right-of-way. The applicant has submitted a concurrent Summary Vacation case (Planning Case P14-0091) which will be considered by the City Council in conjunction with the proposed project.

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

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	vacant pad within the La Sierra Metrolink parking lot	MU-U – Mixed Use Urban	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
North	La Sierra Metrolink Station	MU-U – Mixed Use Urban	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
South (across Indiana Avenue)	Single Family Residential (Riverwalk Vista development)	MDR – Medium Density Residential	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
East	Vacant	MU-U – Mixed Use Urban	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones
West (across La Sierra Avenue)	Vacant and Commercial Uses	MU-U – Mixed Use Urban and C-Commercial	R-1-7000-SP - Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones and CR – Commercial Retail Zone

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

None

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

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. Burrowing Owl Survey, prepared by LSA Associates, dated January 30, 2014
- d. Project Specific Water Quality Management Plan, prepared by IW Consulting Engineers, Inc.
- e. Noise Assessment, prepared by GMPE Engineers, dated March 21, 2014
- f. Traffic Impact Analysis, prepared by LSA Associates

14. Acronyms

AICUZ -	Air Installation Compatible Use Zone Study
AQMP -	Air Quality Management Plan
AUSD -	Alvord Unified School District
CEQA -	California Environmental Quality Act
CMP -	Congestion Management Plan
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FPEIR -	GP 2025 Final Programmatic Environmental Impact Report
GIS -	Geographic Information System

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

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

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

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

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

Signature _____

Date _____

Printed Name & Title _____

For City of Riverside



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

ENVIRONMENTAL INITIAL STUDY

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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) There are no defined scenic vistas impacted as a result of this project. The project site is located on the northeasterly corner of La Sierra Avenue and Indiana Avenue, adjacent to and southerly of the existing La Sierra Metrolink station. The proposed vehicle fuel station development is generally consistent with applicable development standards of the proposed CG Zone. Where variances are proposed, they can be supported based on the findings contained in the case record. Additionally, the associated General Plan land use designation amendments and rezoning will facilitate future development, which will be required to be confident with the <i>Citywide Design Guidelines</i> and the Zoning Code. The aesthetic view of the proposed built environment will be consistent, or conditioned to be consistent, with the <i>Citywide Design Guidelines</i> , therefore the project will not have an adverse effect on a scenic vista and impacts are less than significant .				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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) The General Plan 2025 designates several roadways as Scenic Boulevards and Parkways in order to protect scenic resources and enhance the visual character of Riverside. The proposed project is along La Sierra Avenue, which is designated as a Scenic/Special Boulevard/Parkway within the Circulation and Community Mobility Element of the General Plan 2025, Figure CCM-4 – Master Plan of Roadways. The Project plans have been designed to comply with the design policies contained in the <i>Citywide Design and Sign Guidelines</i> , and are consistent and compatible with the existing development of the surrounding area. Additionally, the associated rezoning will facilitate development which will be required to be consistent with the <i>Citywide Design Guidelines</i> and the Zoning Code. The aesthetic view of the proposed built environment will be consistent, or conditioned to be consistent, with the <i>Citywide Design Guidelines</i> , therefore the project will not have an adverse effect on a scenic vista and impacts are less than significant .				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1c. Response: (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines) The proposed Project consists of a Rezoning to apply the proper land use designation for the proposed project. Further, the Project consists of Design Review of plot plans and building elevations to ensure the project is consistent with the <i>Citywide Design and Sign Guidelines</i> . While the Project is situated near a special/scenic boulevard, it has been designed to be compatible with the surrounding area. Therefore, it will not degrade the existing visual character of the area and no impact directly, indirectly or cumulatively to the visual character or quality of the Planning Area will occur.				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1d. Response: (Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines) The proposed vehicle fuel station development will involve the introduction of new lighting typically associated with commercial development. This lighting would be similar to that which exists in the surrounding area and would not be considered significant. Additionally, the site is not within the Mount Palomar Lighting Area. The impact is less than significant .				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability & General Plan 2025 FPEIR – Appendix I – Designated Farmland Table) The proposed project consists of urban development. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 reveals that the project site is within an area that is designated as Farmland of Local Importance. However, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, impacts related to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (Farmland), the project will have a less than significant impact .				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2b. Response: (Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19) A review of Figure 5.2-2 – Williamson Act Preserves of the General Plan 2025 FPEIR reveals that the project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. Therefore, the project will have no impact directly, indirectly or cumulatively.				
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2c. Response: (Source: GIS Map – Forest Data) The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, no impacts will occur from this project directly, indirectly or cumulatively.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2d. Response: (Source: GIS Map – Forest Data) The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland, therefore no impacts will occur from this project directly, indirectly or cumulatively.				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR – Appendix I – Designated Farmland Table), Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data) A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 reveals that the project site is within an area that is designated as Farmland of Local Importance. However, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. While the project does not directly result in the conversion of farmland to a non-agricultural use, indirect impacts could occur as a result of increasing densities as well as the construction of roads and infrastructure in proximity to operating agricultural areas. For instance, development adjacent to agricultural areas could generate dust that could affect agricultural productivity. In the long term, potential effects associated with increased to adjacent agricultural lands could include vandalism to farm equipment or fencing, and theft of crops. Soil compaction from trespassers can also damage crop potential and spread disease. Additionally, where residential areas are in proximity to agricultural areas, nuisance complaints against the farming activities may also discourage farming. These effects can result in indirect economic impacts to farming operations. The project does not involve increased access to the agricultural land including roads and infrastructure, does not involve expansion of a residential neighborhood adjacent to or into the agricultural area and due to the limited scope and intensity of the project, the project would allow for continued use of the existing farmland in the City in a manner that will ensure the viability and sustainability of the existing agricultural/crop production and therefore a less than significant impact directly, indirectly and cumulatively will occur.				
3. AIR QUALITY.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3a. Response: (Source: South Coast Air Quality Management District's 2007 Air Quality Management Plan (AQMP)) Projects that are consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG's modeling section to forecast travel demand and air quality for planning activities such as the Regional Transportation Plan (RTP), the SCAQMD's AQMP, Regional Transportation Improvement Program (TRIP), and the Regional Housing Plan. This project is consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) that are consistent with the General Plan 2025 "Typical Growth Scenario." Since the project is consistent with the General Plan 2025, it is also consistent with the AQMP. The project will have a less than significant impact directly, indirectly and cumulatively to the implementation of an air quality plan.				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Per General Plan 2025 FPEIR MM Air 1 and 7, a SCAQMD CalEEMod computer model analyzed both short-term construction related and long-term operational impacts. The results of the CalEEMod model determined that the proposed project would result in the following emission levels:

CalEEMod MODEL RESULTS SHORT-TERM IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds Construction	75	100	550	150	150	55
Daily Project - Emissions Construction	2.32	14.29	9.49	14.19	1.07	0.98
Exceeds Y/N Threshold?	N	N	N	N	N	N

CalEEMod MODEL RESULTS LONG-TERM IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds Operation	55	55	550	150	150	55
Daily Project - Emissions Operational	5.21	5.85	26.66	27.62	1.75	0.53
Exceeds Y/N Threshold?	N	N	N	N	N	N

The above tables compare the project emissions (short-term and long-term) to the SCAQMD daily thresholds and shows that established thresholds will not be exceeded. To ensure short term emissions are further reduced the General Plan 2025 Program required mitigation measures that have been applied to this project, MM AIR 1 – 2. Therefore, because the project will not violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, and will be subject to further mitigation the impacts directly, indirectly and cumulatively will be **less than significant impacts with mitigation** to ambient air quality and to contributing to an existing air quality violation.

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

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

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<ol style="list-style-type: none"> the generation of dust shall be controlled as required by the AQMD; grading activities shall cease during period of high winds (greater than 25mph); trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and the contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approval traffic control plan. 				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3c. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, or CalEEMod 2007 Model)</p> <p>Per the GP 2025 FPEIR, AQMP thresholds indicate future construction activities under the General Plan are projected to result in significant levels of NOx and ROG, both ozone precursors, PM-10, PM-2.5 and CO. Although long-term emissions are expected to decrease by 2025, all criteria pollutants remain above the SCAQMD thresholds.</p> <p>The portion of the Basin within which the City is located is designated as a non-attainment area for ozone, PM-10 and PM-2.5 under State standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under Federal standards.</p> <p>Because the proposed project is consistent with the General Plan 2025, cumulative impacts related to criteria pollutants as a result of the project were previously evaluated as part of the cumulative analysis of build out anticipated under the General Plan 2025 Program. As a result, the proposed project does not result in any new significant impacts that were not previously evaluated and for which a statement of overriding considerations was adopted as part of the General Plan 2025 FPEIR. Therefore, cumulative air quality emissions impacts are less than significant.</p>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3d. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, CalEEMod)</p> <p>Short-term impacts associated with construction from General Plan 2025 typical build out will result in increased air emissions from grading, earthmoving, and construction activities. Mitigation Measures of the General Plan 2025 FPEIR requires individual development to employ construction approaches that minimize pollutant emissions (General Plan 2025 FPEIR MM AIR 1- MM AIR 5, e.g., watering for dust control, tuning equipment, limiting truck idling times). In conformance with the General Plan 2025 FPEIR MM AIR 1 and MM AIR 7 a CalEEMod computer model analyzed short-term construction and long-term operational related impacts of the project and determined that the proposed project would not exceed SCAQMD thresholds for short-term construction and long-term operational impacts. Therefore, the project will not expose sensitive receptors to substantial pollutant concentrations and a less than significant impact will occur directly, indirectly or cumulatively for this project.</p>				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>3e. Response:</p> <p>While exact quantification of objectionable odors cannot be determined due to the subjective nature of what is considered “objectionable,” the nature of the proposed project, associated infrastructure and related off-site improvements present a potential for the generation of objectionable odors associated with construction activities. The operation of the vehicle fuel station use is not typically associated with the generation of objectionable odors. However, the construction activities associated with the expected build out of the project site will generate airborne odors like diesel exhaust emissions, architectural coating applications, and on- and off-site improvement installations. However, said emissions would occur only during daylight hours, be short-term in duration, and would be isolated to the immediate vicinity of the construction site. Therefore, they would not expose a substantial number of people to objectionable odors on a permanent basis. Therefore, the project will not cause objectionable odors affecting a substantial number of people and a less than significant impact directly, indirectly and cumulatively will occur.</p>				
<p>4. BIOLOGICAL RESOURCES.</p>				
<p>Would the project:</p>				
<p>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4a. Response: <i>(Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area and Burrowing Owl Survey, prepared by LSA Associates, dated January 30, 2014)</i></p> <p>A habitat assessment prepared by a qualified biologist was prepared for the project. The findings of the habitat assessment determined that the project is in compliance with the MSHCP, and shows that, no candidate, sensitive, species of concern, or special status species or suitable habitat for such species occurs on site and no additional surveys or mitigation measures are required. Therefore, the project has a less than significant impact directly, indirectly and cumulatively to these resources.</p>				
<p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4b. Response: <i>(Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, and Burrowing Owl Survey, prepared by LSA Associates, dated January 30, 2014)</i></p> <p>As required under the MSHCP, a habitat assessment prepared by a qualified biologist was prepared for the project. The habitat assessment finds the proposed project complies with Section 6.1.2 of the MSHCP, which outlines the requirements and protection of riparian/riverine areas and vernal pools within the plan area. Through compliance with MSHCP Section 6.1.2 and other applicable requirements, impacts 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 Services are found to have a less than significant impact directly, indirectly and cumulatively.</p>				
<p>c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal,</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
etc.) through direct removal, filling, hydrological interruption, or other means?				
<p>4c. Response: (Source: City of Riverside GIS/CADME USGS Quad Map Layer)</p> <p>The project would not have a substantial adverse effect, on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means. Therefore, a less than significant impact will occur directly, indirectly and cumulatively to federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4d. Response: (Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage and Burrowing Owl Survey, prepared by LSA Associates, dated January 30, 2014)</p> <p>The project site is not located within any MSHCP Criteria Cells, Cores, or Linkages. Further, the project site is significantly degraded 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.</p>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4e. Response: (Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual, and Burrowing Owl Survey, prepared by LSA Associates, dated January 30, 2014)</p> <p>Implementation of the proposed Project is subject to all applicable Federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. In addition, the project is required to comply with Riverside Municipal Code Section 16.72.040 establishing the MSHCP mitigation fee and Section 16.40.040 establishing the Threatened and Endangered Species Fees.</p> <p>Any project within the City of Riverside’s boundaries that proposes planting a street tree within a City right-of-way must follow the Urban Forest Tree Policy Manual. The Manual documents guidelines for the planting, pruning, preservation, and removal of all trees in City rights-of-way. The specifications in the Manual are based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute. Any future project will be in compliance with the Tree Policy Manual when planting a tree within a City right-of-way, and therefore, impacts will be less than significant.</p>				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4f. Response: (Source: MSHCP, 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)</p> <p>The project site is located on a previously developed/improved site within an urbanized area and will not impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan directly, indirectly and cumulatively. Therefore, the project will have no impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5a. Response: (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code) This Project will be 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 will occur.				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5b. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study) This Project will be located on a site where no archeological resources exist as defined in Section 15064.5 of the CEQA Guidelines. Therefore, no impacts directly, indirectly and cumulatively to archeological resources will occur.				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5c. Response: (Source: General Plan 2025 Policy HP-1.3) This Project will be located on a site where no paleontological resources exist as defined in Section 15064.5 of the CEQA Guidelines. Therefore, no impacts directly, indirectly and cumulatively to paleontological resources will occur.				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5d. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity) This Project will be located on a site where no human remains exist as defined in Section 15064.5 of the CEQA Guidelines. Therefore, no impacts directly, indirectly and cumulatively to human remains will occur.				
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6i. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR Appendix E – Geotechnical Report) Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The project site does not contain any known fault lines and the potential for fault rupture or seismic shaking is low. Compliance with the California Building Code regulations will ensure that no impacts related to strong seismic ground will occur directly, indirectly and cumulatively.				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6ii. Response: (Source: General Plan 2025 FPEIR Appendix E – Geotechnical Report) The San Jacinto Fault Zone located in the northeastern portion of the City, or the Elsinore Fault Zone, located in the				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
southern portion of the City's Sphere of Influence, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. Because the proposed project complies with California Building Code regulations, impacts associated with strong seismic ground shaking will have no impact directly, indirectly and cumulatively.				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, and Appendix E – Geotechnical Report)				
The project site is located in an area with the potential for moderate liquefaction. Compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction, are reduced to less than significant impact levels directly, indirectly and cumulatively.				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix E – Geotechnical Report, Title 18 – Subdivision Code, Title 17 – Grading Code, and Storm Water Pollution Prevention Plan SWPPP)				
The project site and its surroundings have generally flat topography and are not located in an area prone to landslides per Figure 5.6-1 of the General Plan 2025 Program Final PEIR. Therefore, there will be no impact related to landslides directly, indirectly and cumulatively.				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, and SWPPP)				
Erosion and loss of topsoil could occur as a result of the project. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, with the erosion control standards for 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 will ensure that soil erosion or loss of topsoil will be less than significant impact directly, indirectly and cumulatively.				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6c. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Appendix E – Geotechnical Report)				
Compliance with the City's existing codes and the policies contained in the General Plan 2025 help to ensure that impacts related to geologic conditions are reduced to less than significant impacts level directly, indirectly and cumulatively.				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6d. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)				
Compliance with the applicable provisions of the City's Subdivision Code- Title 18 and the California Building Code with regard to soil hazards related to the expansive soils will be reduced to a less than significant impact level for this project directly, indirectly and cumulatively.				
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"/>
6e. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types)				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
The proposed project will be served by sewer infrastructure. Therefore, the project will have no impact .				
7. 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"/>
7a. Response: Projects that are consistent with the projections of employment and population forecasts identified by the SCAG are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG's modeling section to forecast travel demand and air quality for planning activities such as the RTP, the SCAQMD's AQMP, RTIP, and the Regional Housing Plan. This project is consistent with the projections of employment and population forecasts identified by the SCAG that are consistent with the General Plan 2025 "Typical Growth Scenario." However, due to the size and scope of the proposed project, a Climate Change Analysis was commissioned by the applicant to determine if the project related impacts (both construction and operational) would produce GhG emissions that would have a significant direct, indirect or cumulative impact on the environment. Thus, a less than significant impact is expected directly, indirectly and cumulatively.				
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"/>
7b. Response: The SCAQMD supports State, Federal and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules and has established an interim Greenhouse Gas (GhG) threshold. As indicated in Question A, above, the project would comply with the City's General Plan policies and State Building Code provisions designed to reduce GhG emissions. In addition, the project would comply with all SCAQMD applicable rules and regulations during construction of the operational phase and will not interfere with the State's goals of reducing GhG emission to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GhG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Based upon the prepared Climate Change Analysis for this project and the discussion above, the project will not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GhG and thus a less than significant impact will occur directly, indirectly and cumulatively in this regard.				
8. 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"/>
8a. Response: <i>(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)</i> The project involves the construction of a vehicle fuel station with vehicle wash facilities and a convenience store. The proposal in and of itself will not pose a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials. However, the construction facilitated by this proposal 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. 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.				
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"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>8b. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM’s Strategic Plan)</p> <p>Please refer to Response 8b. above. Furthermore, compliance with existing regulations would ensure that the public would not be exposed to any unusual or excessive risks related to hazardous materials as a result of this project. As such, impacts associated with the upset and accident conditions involving the release of hazardous materials into the environment would be a less than significant impact directly, indirectly and cumulatively.</p>				
<p>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8c. Response: (Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, 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)</p> <p>The proposed project does not involve any emission or handling of any hazardous materials, substances or waste within one-quarter mile of an existing school because the proposed project is located approximately 0.4 miles from the nearest existing school (Arizona Middle School & Orrenmaa Elementary School). Therefore, the project will have no impact regarding emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school directly, indirectly or cumulatively.</p>				
<p>d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8d. Response: (Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites)</p> <p>A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have no impact to creating any significant hazard to the public or environment directly, indirectly or cumulatively.</p>				
<p>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8e. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</p> <p>The project site is not located within any airport land use plan area or compatibility zone. Therefore, the project will have no impact resulting in a safety hazard for people residing or working in the project area directly, indirectly or cumulatively.</p>				
<p>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</p> <p>Because the proposed project is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have no impact directly, indirectly or cumulatively.</p>				
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
plan?				
<p>8g. Response: (Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</p> <p>The project will be served by existing, fully improved streets, as well as on-site circulation. All streets have been designed to meet the Public Works and Fire Departments’ specifications. Any street closing will be of short duration so as not to interfere or impede with any emergency response or evacuation plan. Therefore, the project will have a less than significant impact directly, indirectly and cumulatively to an emergency response or evacuation plan.</p>				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8h. Response: (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside’s EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)</p> <p>The proposed project is located in an urbanized area where no wildlands exist and the property is no located within a Very High Fire Severity Zone (VHFSZ) or adjacent to wildland areas or a VHFSZ; therefore no impact regarding wildland fires either directly, indirectly or cumulatively from this project will occur.</p>				
<p>9. HYDROLOGY AND WATER QUALITY.</p> <p>Would the project:</p>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9a. Response: (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Project Specific Hydrology Study and/or Water Quality Management Plan prepared by IW Consulting Engineers, Inc.)</p> <p>The project site is currently consists of a portion of a vacant pad with close to 100 percent of pervious surface. Upon construction of the project, the impermeable area of the project site will greatly increase. However, a preliminary WQMP has been submitted and approved by the Public Works Department for this project to ensure that water quality standards are not violated. 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, the proposed project as designed is anticipated to result in a less than significant impact directly, indirectly or cumulatively to any water quality standards or waste discharge.</p> <p>During the construction phase, a final approved WQMP will be required for the project, as well as coverage under the State’s General Permit for Construction Activities, administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. Given compliance with all applicable local, state, and federal laws regulating surface water quality and the fact that the project will not result in a net increase of surface water runoff, the proposed project as designed is anticipated to result in a less than significant impact directly, indirectly or cumulatively to any water quality standards or waste discharge.</p>				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9b. Response: (Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Domestic Water Supply (AC-FT/YR), RPU Map of Water Supply Basins, RPU Urban Water Management Plan, WMWD Urban Water Management Plan</i></p> <p>The proposed project is located within the Arlington Water Supply Basin. The project is required to connect to the City's sewer system and comply with all NPDES and WQMP requirements that will ensure the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there will be no impact to groundwater supplies and recharge either directly, indirectly or cumulatively.</p>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9c. Response: <i>(Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Water Quality Management Plan)</i></p> <p>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. Therefore, the project will have a less than significant impact directly, indirectly or cumulatively to existing drainage patterns.</p>				
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9d. Response: <i>(Source: Preliminary grading plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Water Quality Management Plan)</i></p> <p>The project will not directly or indirectly result in any activity or physical alteration of the site or surrounding area, (i.e. through grading, ground disturbance, structures or additional paving) that would alter the existing drainage pattern of the site, alter the course of stream or river, or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore no flooding on or off-site as a result of the project will occur and there will be less than significant impacts directly, indirectly or cumulatively that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9e. Response: <i>(Source: Preliminary Grading Plan, and Project Specific – Hydrology Study, Stormwater Pollution Prevention Plan, and Water Quality Management Plan)</i></p> <p>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. As the storm water drainage system will be installed concurrently with the construction of this project, the storm water drainage system 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.</p>				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9f. Response: <i>(Source: Project Specific – Stormwater Pollution Prevention Plan, and Water Quality Management Plan)</i></p> <p>The project is over one are in size and is required to have coverage under the State's General Permit for Construction</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Activities (SWPPP). As stated in the Permit, during and after construction, best management practices (BMPs) will be implemented to reduce/eliminate adverse water quality impacts resulting from development. Furthermore, the City has ensured that the development does not cause adverse water quality impacts, pursuant to its Municipal Separate Storm System (MS4) permit through the project's WQMP.</p> <p>The proposed development will increase the amount of impervious surface area in the City. This impervious area includes paved parking areas, sidewalks, roadways, and building rooftops; all sources of runoff that may carry pollutants and therefore has the potential to degrade water quality. This development has been required to prepare preliminary BMP's that have been reviewed and approved by Public Works. Final BMP's will be required prior to grading permit issuance. The purpose of this requirement is to insure treatment BMP's are installed/constructed as part of the project so that the pollutants generated by the project will be treated in perpetuity. Therefore, impacts related to degrading water quality are less than significant directly, indirectly and cumulatively.</p>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9g. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps) A review of National Flood Insurance Rate Map (Map Number 06065C0715G, Zone X, effective Date August 28, 2008) and Figure 5.8-2 – Flood Hazard Areas of the General Plan Program FPEIR, shows that the project is not located within or near a 100-year flood hazard area. There will be no impact caused by this project directly, indirectly or cumulatively as it will not place housing within a 100-year flood hazard area.</p>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project site is not located within or near a 100-year flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0715G, Zone X, Effective Date August 28, 2008). Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and no impact will occur directly, indirectly or cumulatively.</p>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9i. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps) The project site is not located within or near a flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0715G, Zone X, effective Date August 28, 2008) or subject to dam inundation as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. Therefore, the project will not place a structure within a flood hazard or dam inundation area that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and therefore no impact directly, indirectly or cumulatively will occur.</p>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9j. Response: (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality) Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis will occur directly, indirectly or cumulatively. Additionally, the proposed project site and its surroundings have generally flat topography and is within an urbanized area not within proximity to Lake Mathews, Lake Evans, the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain Area or any of the 9 arroyos which transverse the City and its sphere of influence. Therefore, no impact potential for seich or mudflow exists either directly, indirectly or cumulatively.</p>				
10. LAND USE AND PLANNING:				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10a.Response: (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The proposed project has been designed to be consistent with the fit into the pattern of development of the surrounding area providing adequate access, circulation and connectivity consistent with the General Plan 2025, and in compliance with the requirements of the Zoning and Subdivision Codes. Therefore, the project impacts related to the community are less than significant.</p>				
<p>b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10b. 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)</p>				
<p>The proposal involves an amendment to the Municipal Code (Title 19) to rezone approximate approximately 1.2 acres from the R-1-7000-SP – Single Family Residential and Specific Plan (Riverwalk Vista) Overlay Zones to the CG-SP – Commercial General and Specific Plan (Riverwalk Vista) Overlay Zones. The proposed rezoning will facilitate the proposed commercial development. The proposed vehicle fuel station will be compatible in architectural style and design with the surrounding development and will be consistent, or conditioned to be consistent, with the <i>Citywide Design Guidelines</i>. The proposed vehicle fuel station is generally consistent with applicable development standards of the proposed CG Zone. Where variances are proposed, they can be supported based on the findings contained in the case record. Based on the above-referenced information, the proposed project would not result in significant adverse environmental impacts. Thus, less than significant impacts will result from this Project.</p>				
<p>c. Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10c. 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, enter appropriate Specific Plan if one, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines))</p>				
<p>The project site is located within an urbanized area and will not impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan directly, indirectly and cumulatively. Therefore, the project will have no impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.</p>				
<p>11. MINERAL RESOURCES.</p>				
<p>Would the project:</p>				
<p>a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11a. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</p> <p>The formational material that underlies the project site is the rock products formation. This formation does not contain recoverable mineral resources or economic value. The loss of known mineral resources valuable locally or regionally would not occur because of the project and no further analysis is required. Therefore, the project will have no impact on mineral resources directly, indirectly or cumulatively.</p>				
<p>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11b. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</p> <p>The GP 2025 FPEIR determined that there are no specific areas with the City of Sphere Area which have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract state-designated resources. The proposed project is consistent with the General Plan 2025. Therefore,</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
there is no impact .				
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>12a. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Noise Assessment, prepared by GMEP Engineers, dated March 21, 2014)</p> <p>An Noise Assessment was prepared for the project by GMEP Engineers, dated March 21, 2014. The acoustical analysis concludes that the proposed vehicle wash facility has the potential to expose persons to or generate of noise levels in excess of standards established in the Noise Code (Title 7), but with following mitigation measures, the noise levels can be reduced to meet all applicable noise standards. Therefore, the impacts are considered less than significant with mitigation on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively.</p> <p>MM Noise 1:</p> <ul style="list-style-type: none"> A. The manufactured produced silencer package for the car wash blowers shall be installed and utilized at all times of operation; B. The site shall be bounded by six-foot high masonry walls where adjacent to the residentially zoned areas; and C. The hours of operation for the vehicle wash facility shall be limited to between 7:00 a.m. to 10:00 p.m., seven days a week and the operations shall comply with the City's Noise Code. 				
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12b. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G – Noise Existing Conditions Report, and Noise Assessment, prepared by GMEP Engineers, dated March 21, 2014)</p> <p>Construction related activities although short term, are the most common source of groundborne noise and vibration that could affect occupants of neighboring uses. Compliance with the City's noise standards related to groundborne vibration and groundborne noise levels will result in the project to be less than significant directly, indirectly and cumulatively.</p>				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12c. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, and Noise Assessment, prepared by GMEP Engineers, dated March 21, 2014)</p> <p>Per Implementation Tool N-1 of the General Plan 2025 Noise Element, this project has been reviewed to ensure that noise standards and compatibility issues have been addressed. The project meets the City's noise standards as set forth in Title 7 of the Municipal Code, is compliant with the Noise/Land Use Noise Compatibility Criteria Matrix (Figure N-10) of the</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Noise Element and therefore does not require an acoustical analysis. Therefore, impacts related to a permanent increase in ambient noise levels will be less than significant directly, indirectly and cumulatively.				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12d. Response: (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions)</p> <p>The primary source of temporary or periodic noise associated with the proposed project is from construction activity and maintenance work. Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines, truck deliveries and hauling. Both the General Plan 2025 and Municipal Code Title 7 (Noise Code) limit construction activities to specific times and days of the week and during those specified times, construction activity is subject to the noise standards provided in the Title 7. Considering the short-term nature of construction and the provisions of the Noise Code, the temporary and periodic increase in noise levels due to the construction which may result from the project are considered less than significant directly, indirectly and cumulatively.</p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>12e. Response: (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contour, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP, March Air Reserve Base/March inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</p> <p>The proposed project is not located within an airport land use plan or within two miles of a public airport of public use airport and as such will have no impact on people residing or working in the project area to excessive noise levels either directly, indirectly or cumulatively.</p>				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>12f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</p> <p>Per the GP 2025 Program FPEIR, there are no private airstrips within the City that would expose people working or residing in the City to excessive noise levels. Because the proposed project consists of development anticipated under the General Plan 2025, is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have no impact directly, indirectly or cumulatively.</p>				
<p>13. POPULATION AND HOUSING.</p> <p>Would the project:</p>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>13a. Response: (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP and RTP)</p> <p>The project involves the construction of a vehicle fuel station and associated zoning designation changes that may directly induce population growth, and may involve additional infrastructure that could indirectly induce population growth. The General Plan 2025 Final PEIR determined that Citywide, future development anticipated under the General Plan 2025</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Typical scenario would not have significant population growth impacts. Because the proposed project is consistent with the General Plan 2025 Typical growth scenario and population growth impacts were previously evaluated in the GP 2025 FPEIR the project does not result in new impacts beyond those previously evaluated in the GP 2025 FPEIR; therefore, the impacts will be less than significant both directly and indirectly.				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13b. Response: (Source: CADME Land Use 2003 Layer) The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently vacant and 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.				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13c. Response: (Source: CADME Land Use 2003 Layer) The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently vacant and 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.				
14. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
14a. Response: (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1) Adequate fire facilities and services are provided by Station 12 located at 10692 Indiana Avenue to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, there will be less than significant impacts on the demand for additional fire facilities or services either directly, indirectly or cumulatively.				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14b. Response: (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers) Adequate police facilities and services are provided by West Neighborhood Policing Center to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, there will be less than significant impacts on the demand for additional police facilities of services either directly, indirectly or cumulatively.				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14c. 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) Adequate school facilities and services are provided by Alvord School District to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Alvord School District impact fees used to offset the impact of new development, there will be less than significant impacts on the demand for school facilities or services either directly, indirectly or cumulatively.				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14d. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)</p> <p>Adequate park facilities and services are provided in the La Sierra South Neighborhood to serve this project. In addition with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Park, Recreation and Community Services practices, there will be less than significant impacts on the demand for additional park facilities or services either directly, indirectly or cumulatively.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14e. Response: (Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)</p> <p>Adequate public facilities and services, including libraries and community centers, are provided in the La Sierra South Neighborhood to serve this project. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Park and Recreation and Community Services and Library practices, there will be no impacts on the demand for additional public facilities or services either directly, indirectly or cumulatively.</p>				
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>15a. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)</p> <p>The project is consistent with the adopted General Plan 2025 and will pay applicable Park Development Impact Fees to the City of Riverside Parks, Recreation and Community Services Department therefore this project will have a no impact directly, indirectly or cumulatively.</p>				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>15b. Response:</p> <p>The project will not include new public recreational facilities or require the construction or expansion of recreational facilities; therefore, there will be no impact directly, indirectly or cumulatively.</p>				
16. TRANSPORTATION/TRAFFIC				
Would the project result in:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15-K – Freeway Analysis</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, and Traffic Impact Analysis prepared by LSA)</i></p> <p>Roadway capacity is adequate to accommodate the projected traffic volumes of the proposed project. As determined by the City Traffic Engineer and a Traffic Impact Analysis prepared for the proposed project the proposed project will operate better than the required LOS D. Therefore, the increase in traffic in relation to the existing traffic load and capacity of the street system is less than significant directly, indirectly or cumulatively.</p>				
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16b. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP, and Traffic Impact Analysis prepared by LSA, dated August 16, 2103)</p> <p>Roadway capacity is adequate to accommodate the projected traffic volumes of the proposed project. As determined by the City Traffic Engineer and a Traffic Impact Analysis prepared for the proposed project the proposed project will operate better than the required LOS D. In addition, the project is consistent with the Riverside County’s Congestion Management Program (CMP) and its Transportation Demand Management/Air Quality components. Therefore, increase in traffic in relation to the existing traffic load and capacity of the street system is less than significant directly, indirectly and cumulatively.</p>				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16c. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999)and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)</p> <p>The project will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. It is not located within an airport influence area. As such, this project will have no impact directly, indirectly or cumulatively on air traffic patterns.</p>				
d. Substantially increase hazards due to a 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"/>
<p>16d. Response: (Source: Project Site Plans, Lane Striping and Signing Plans and Traffic Impact Analysis prepared by LSA, dated August 16, 2103)</p> <p>The proposed project is compatible with adjacent existing uses. As well, it has been designed so as not to cause any incompatible use or additional or any hazards to the surrounding area or general public. As conditioned, the project will have a less than significant impact on increasing hazards through design or incompatible uses directly, indirectly or cumulatively</p>				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16e. Response: (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code and Traffic Impact Analysis prepared by LSA, dated August 16, 2103)</p> <p>The project has the potential during construction to obstruct lanes of travel that may have an impact on emergency access. However, the project has been conditioned to require at least one lane of travel to be open and available at all times. This will eliminate any impact to emergency access.</p>				
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>16f. Response: (Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)</p> <p>The project, as designed, does not create conflicts with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). As such, the project will have no impact directly, indirectly or cumulatively on adopted policies, plans, or programs supporting alternative transportation.</p>				
<p>17. UTILITIES AND SYSTEM SERVICES.</p> <p>Would the project:</p>				
<p>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17a. Response: (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD , Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR)</p> <p>All new development is required to comply with all provisions of the NPDES program and the City’s Municipal Separate Sewer Permit (MS4), as enforced by the Regional Water Quality Control Board (RWQCB). Therefore, the proposed project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system within the City. Because the proposed project is required to adhere to the above regulations related to wastewater treatment the project will have a less than significant impact.</p>				
<p>b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17b. Response: (Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER SUPPLY (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-I - Current and Projected Water Use WMWD, Table 5.16-J - General Plan Projected Water Demand for WMWD Including Water Reliability 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area & Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.)</p> <p>The project will not result in the construction of new or expanded water or wastewater treatment 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-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I, 5.16-J 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.</p>				
<p>c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17c. Response: (Source: FPEIR Figure 5.16-2 - Drainage Facilities)</p> <p>The proposed increased in impervious surface area will generate increased storm water flows with potential to impact drainage facilities and require the provision of additional facilities. However, the Subdivision Code (Title 18, Section 18.48.020) requires drainage fees to be paid to the City for new construction. Fees are transferred into a drainage facilities fund that is maintained by Riverside County Flood Control and Water Conservation District. This Section also complies with the California Government Code (section 66483), which provides for the payment of fees for construction of drainage facilities. Fees are required to be paid as part of the conditions of approval/waiver for filing of a final map or parcel map.</p> <p>General Plan 2025 Policies PF 4.1 and PF 4.3 require the City to continue to routinely monitor its storm drain system and to fund and improve those systems as identified in the City’s Capital Improvement plan. Implementation of these policies will ensure that the City is adequately served by drainage systems. The General Plan 2025 also includes policies and</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
programs that will minimize the environmental effects of the development of such facilities. Therefore, the project will have less than significant on existing storm water drainage facilities that would not require the expansion of existing facilities directly, indirectly or cumulatively.				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17d. Response: (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, Table 5.16-H – Current and Projected Domestic Water Supply (acre-ft/year) WMWD Table 5.16-I Current and Projected Water Use WMWD, Table 5.16-J – General Plan Projected Water Demand for WMWD Including Water Reliability 2025, RPU Master Plan, EMWD Master Plan, WMWD Master Plan, and Highgrove Water District Master Plan)</p> <p>The project will not exceed expected water supplies. The project is consistent with the General Plan 2025 Typical Growth Scenario where future water supplies were determined to be adequate (see Tables t.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I and 5.16-J of the General Plan 2025 Final PEIR). Therefore, the project will have no impact resulting in the insufficient water supplies either directly, indirectly or cumulatively.</p>				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17e. Response: (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, and Wastewater Integrated Master Plan and Certified EIR)</p> <p>The project will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). The 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.</p>				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17f. Response: (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)</p> <p>The project 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.</p>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17g. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p> <p>The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed project must comply with the City's waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, no impacts related to solid waste statutes will occur directly, indirectly or cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18a. Response: (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, and FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D, Title 20 of the Riverside Municipal Code)</p> <p>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, 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, and were found to be less than significant.</p>				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18b. Response: (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</p> <p>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.</p>				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18c. Response: (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</p> <p>Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology & water quality, noise, population and housing, hazards and hazardous materials, and traffic sections of this initial study and found to be less than significant for each of the above sections. Based on the analysis and conclusions in this initial study, the project will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are less than significant.</p>				

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

Staff Recommended Mitigation Measures

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ¹	Monitoring/Reporting Method
Air Quality	MM Air 1: To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.	Prior to issuance of grading and/or building permits.	Building & Safety Division Public Works Department	Proof of power source to be provided from electric service provider.
	MM Air 2: To reduce construction related particulate matter air quality impacts of projects the following measures shall be required: 1. the generation of dust shall be controlled as required by the AQMD; 2. grading activities shall cease during periods of high winds (greater than 25 mph); 3. trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and 4. the contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approved traffic control plan.	Prior to issuance of individual grading and/or building permit. The plan for traffic control shall be submitted with the grading and/or building plans.	Public Works Department	Construction Inspection.
Noise	MM Noise 1: A. The manufactured produced silencer package for the car wash blowers shall be installed and utilized at all times of operation; B. The site shall be bounded by six-foot high masonry walls where adjacent to the residentially zoned areas; and C. The hours of operation for the vehicle wash facility shall be limited to between 7:00 a.m. to 10:00 p.m., seven days a week and the operations shall comply with the City's Noise Code.	Prior to issuance of building permit.	Building & Safety Division, Code Enforcement Division	Construction Inspection.

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