



City of Arts & Innovation

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

Draft Mitigated Negative Declaration

WARD: 6

1. **Case Number:** P17-0690 (General Plan Amendment), P17-0691 (Rezone), P17-0692 (Conditional Use Permit), P17-0693 (Parcel Map), P17-0694 (Design Review)
2. **Project Title:** Quick N Clean Carwash
3. **Lead Agency:** City of Riverside
Community & Economic Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522
4. **Contact Person:** Veronica Hernandez, Associate Planner
Phone Number: (951) 826-3965
5. **Project Location:** The 1.32 acre project site is located at 10550 California Avenue at the northeast corner of California Avenue and Hole Avenue. The Project site is identified as Assessor Parcel Number 143-080-032 (Figure 1).
6. **Project Applicant/Project Sponsor's Name and Address:**

Sofia Hernandez
3K1 Consulting
11811 North Tatum Boulevard, Suite 1051
Phoenix, AZ 85028
7. **General Plan Designation:** MDR—Medium Density Residential
8. **Zoning:** R-1-7000—Single Family Residential
9. **Description of Project:**

Proposal by Sofia Hernandez on behalf of 3K1 Consulting to consider the following entitlements to facilitate the construction of a 6,208-square-foot Automated Car Wash Facility: 1) a General Plan Amendment to amend the land use designation of a portion of the project site from MDR—Medium Density Residential to C—Commercial; 2) a Rezoning request to rezone a portion of the project site from R-1-7000—Single-Family Residential Zone to CR—Commercial Retail Zone; 3) a Conditional Use Permit to permit the construction of the Automated Car Wash Facility; 4) a Tentative Parcel Map (PM 37374) to subdivide the 2.97-acre site into two parcels; and 5) a Design Review of project plans. The project site is bisected by California Avenue. The 2.15 acre, southern portion of the project site is bounded to the north by Mobley Avenue, to the west by California Avenue, to the south by Hole Avenue, and to the east by a commercial development. The 0.82 acre northern portion of the project site is triangular in shape and is bounded to the northeast by Mobley Avenue, to the southeast by California Avenue, and to the west by residential development. No development is proposed for the northern portion of the site at this time.

The project includes a drive-through vehicle wash tunnel and 31 vacuum stalls with associated canopies. A minimum of two employees will be working during the hours of operation between 7:00 a.m. and 7:00 p.m. A bio-filtration basin will be located on the northern portion of the southern parcel to capture runoff generated on-site. Access to the proposed vehicle wash facility will be taken from a proposed two-way stop-controlled driveway on Hole Avenue.

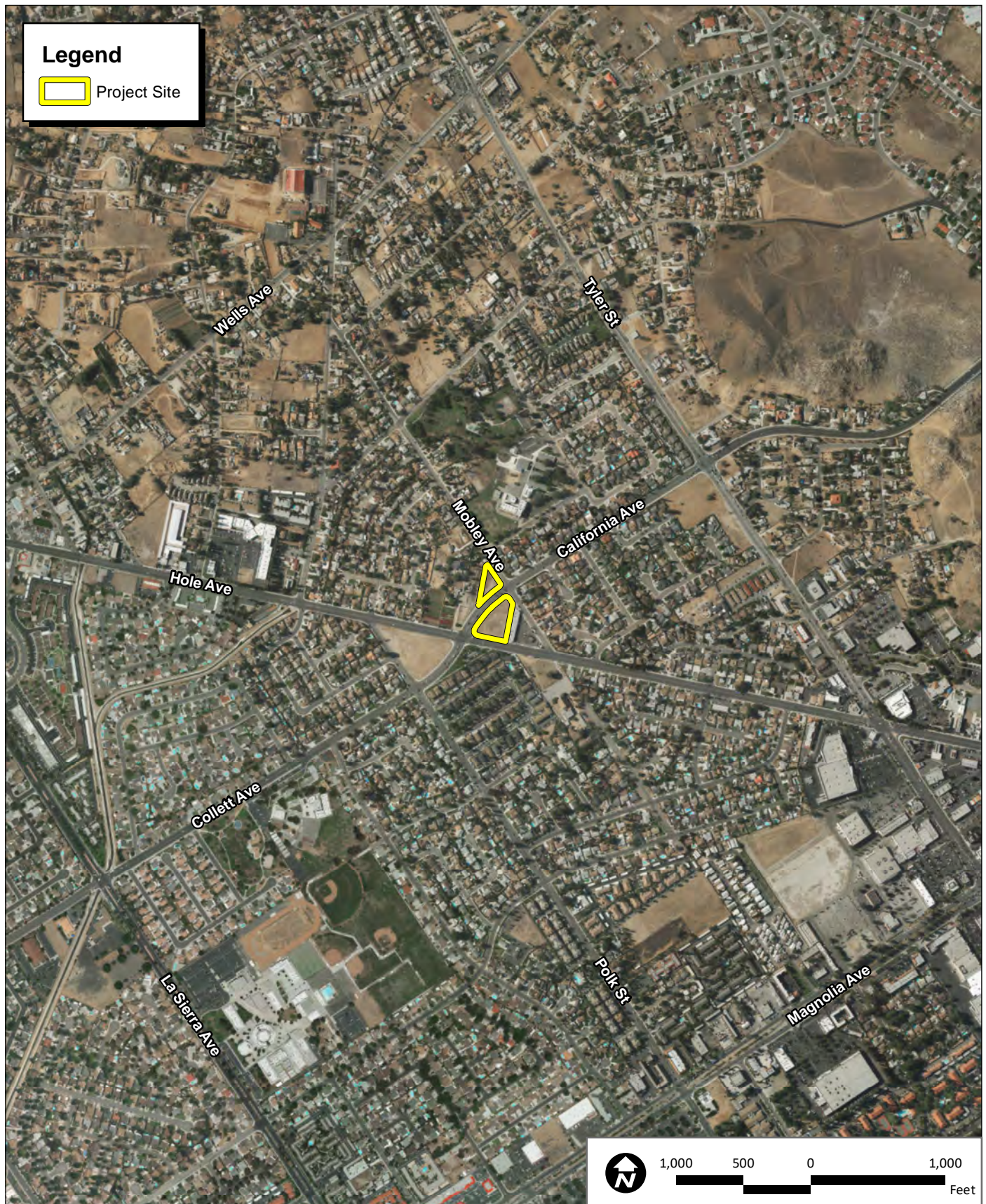


Figure 1
Project Location

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Source: CEI Engineering Associates, December 2017

Figure 2
Site Plan

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

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Vacant	MDR—Medium Density Residential	R-1-7000—Single Family Residential
North	Single family residential	MDR—Medium Density Residential	R-1-7000—Single Family Residential
East	Commercial Retail	C—Commercial	CG—Commercial General
South	Multi-family residential (River Glen Apartments)	HDR—High Density Residential	R-3-1500—Multi Family Residential
West	Single family residential	MDR—Medium Density Residential	R-1-7000—Single Family Residential

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

- South Coast Air Quality Management District (SCAQMD)—Dust Control Plan
- Regional Water Quality Control Board (RWQCB), Santa Ana Region—National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- RWQCB, Santa Ana Region—401 Water Quality Certification—Waste Discharge Requirement (WDR)
- Santa Ana Regional Water Quality Control Board—Water Quality Management Plan (WQMP); and
- Santa Ana Regional Water Quality Control Board—Storm Water Pollution Prevention Plan (SWPPP).

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

- City of Riverside General Plan 2025
- City of Riverside General Plan 2025 Final Programmatic EIR
- Riverside Citywide Design Guidelines and Sign Guidelines
- Biological Resources Assessment, prepared by FirstCarbon Solutions, dated August 11, 2017
- Phase I Cultural Resources Assessment, prepared by FirstCarbon Solutions, dated August 11, 2017
- Acoustical Analysis, prepared by WJV Acoustics, Inc., dated May 25, 2017
- Project Specific Water Quality Management Plan, prepared by CEI Engineering Associates, Inc., dated May 17, 2017

13. Acronyms

ADT-	Average Daily Trip
AICUZ -	Air Installation Compatible Use Zone Study
AQMP -	Air Quality Management Plan
AUSD -	Alvord Unified School District
BMPs -	Best Management Practices
BUOW -	Burrowing owl
Cal Fire -	The California Department of Forestry and Fire Protection
CEQA -	California Environmental Quality Act
CMP -	Congestion Management Plan
CO ₂ e -	Carbon Dioxide Equivalent
HCM -	Highway Capacity Manual
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FPEIR -	General Plan 2025 Final Programmatic Environmental Impact Report
GIS -	Geographic Information System

GHG -	Greenhouse gas
GP 2025 -	General Plan 2025
IS -	Initial Study
ITE -	Institute of Traffic Engineers
LHMP -	Local Hazard Mitigation Plan
MARB/MIP -	March Air Reserve Base/March Inland Port
MJPA-JLUS -	March Joint Powers Authority—Joint Land Use Study
MPH -	Miles per hour
MSHCP -	Multiple-Species Habitat Conservation Plan
MS4 -	Municipal Separate Storm System
MVUSD -	Moreno Valley Unified School District
NCCP -	Natural Communities Conservation Plan
NPDES -	National Pollutant Discharge Elimination System
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
RTA -	Riverside Transit Authority
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 -	Stephens' kangaroo rat
SKR-HCP -	Stephens' Kangaroo Rat—Habitat Conservation Plan
s.f. -	Square foot
TRC -	Tribal Cultural Resources
TRB -	Transportation Research Board
SWPPP -	Storm Water Pollution Prevention Plan
USACE -	United States Army Corps of Engineers
USGS -	United States Geologic Survey
WMWD -	Western Municipal Water District
WRCRCA -	Western Riverside County Regional Conservation Authority
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"/> Tribal Cultural Resources | <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 V. Hernandez

Date 08/21/2019

Printed Name & Title Veronica Hernandez, Associate Planner

For City of Riverside

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City of Arts & Innovation

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

Draft 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"/>
<p>1a. Response: (Source: General Plan 2025 Open Space and Conservation Element)</p> <p>Less than significant impact. There are scenic vistas located throughout the City; however, the project site is located on the northeast corner of California Avenue and Hole Avenue and does not contain scenic vistas in their proximity. Long-distance views of natural terrain and vegetation can be found throughout La Sierra/Norco Hills, Sycamore Canyon Wilderness Park and Box Springs Park. The peaks of Box Springs Mountain, Mt. Rubidoux, Arlington Mountain, Alessandro Heights, and the La Sierra/Norco Hills provide scenic view points of the City and the region. However, the City of Riverside General Plan does not identify any scenic vistas within the project area. The closest scenic vista to the project site is La Sierra/Norco Hills, located approximately 2 miles north/northwest of the project site.</p> <p>Additionally, the Open Space and Conservation Element of the City's 2025 General Plan includes policies relating to scenic vistas, such as:</p> <ul style="list-style-type: none"> • Policy OS-2.1: Continue to require hillside development to be consistent with Proposition R and Measure C through the provisions of the RC Zone. • Policy OS-2.2: Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, arroyos and other critical environmental areas. <p>The project does not involve development on a hillside or in areas of unstable or steep terrain, a scenic vista arroyo, or other critical environmental area, and as such would not conflict with either of these policies as listed in the City's 2025 General Plan.</p> <p>The project would necessitate a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone. The immediate surrounding area of the project is comprised of residential and commercial development. All of the structures surrounding the project area are either one- or two-story buildings. The proposed maximum height of the carwash is 24 feet. The proposed project is not anticipated to be much taller than the surrounding structures and will blend with surrounding existing uses.</p> <p>Development of the vacant lot will affect views of the La Sierra/Norco Hills for residents located southwest and northeast of the project to a minimal degree. Views may be obstructed when standing close to the project, but will be unaffected from a distance. Because of the distance and topography of the area, no scenic vistas would be adversely affected by the project. As such, impacts to scenic vistas would be less than significant.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1b. Response: (Source: General Plan 2025 Figure CCM-4—Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1—Scenic and Special Boulevards, Parkways, Table 5.1-A—Scenic and Special Boulevards, Table 5.1-B—Scenic Parkways)</p> <p>No impact. There are no scenic highways within the City that could potentially be impacted by the project. The proposed project is not located along or within view of a state scenic highway. The closest officially designated scenic highway is Interstate 10 (I-10), located approximately 27 miles northwest of the project site.</p> <p>The General Plan has designated several roadways in the City as Scenic Boulevards and Parkways to protect scenic resources and enhance the visual character of the City. Scenic Boulevards and Parkways in the City include: Victoria Avenue, Magnolia Avenue/Market Street, University Avenue, Van Buren Boulevard, Riverwalk Parkway, La Sierra Avenue, Overlook Parkway, Canyon Crest Drive, and Arlington Avenue. However, the project site is not located on any of these Scenic Boulevards or Parkways. The nearest scenic roadway is La Sierra Avenue located 0.66 mile southwest of the project site. As the project</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>would only be 24 feet in height, the project would not be visible from La Sierra Avenue. Additionally, the associated rezoning will facilitate development which will be required to comply with the <i>Citywide Design Guidelines</i> and the Zoning Code. The aesthetic view of the proposed built environment will be consistent with the <i>Citywide Design Guidelines</i>; therefore, the project would not have an adverse effect on a scenic highway, and there would be no impact.</p>				
<p>c. Substantially degrade the existing visual character or quality of the site and its surroundings?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1c. Response: (Source: City of Riverside General Plan 2025 Zoning Map)</p>				
<p>Less than significant impact. The project is located in a predominately urbanized area that comprises primarily residential uses. The site is bounded to the north by Mobley Avenue and single-family residential development, to the south by Hole Avenue and multi-family residential uses, to the east by retail and commercial uses, and to the west by California Avenue and vacant land. The project would necessitate a General Plan Amendment from MDR - Medium Density Residential to C – Commercial and rezoning from R-1-7000 - Single Family Residential Zone to a CR – Commercial Retail Zone. The proposed project would not degrade the existing visual character or quality of the site and its surroundings, but would make use of vacant property within the community. The carwash structure would be a maximum height of 24 feet and length of 182.69 feet, and the vacuum canopies would be a maximum height of 7 feet 8 inches. The colors of the façade will consist of the Benjamin Moore neutral browns shades, including Brookline Beige as the field color, Tawny as the accent color, Putnam Ivory for stucco and doors, and Medium Bronze for the awnings. Additional design elements would be added to recommended areas to enhance the façade in accordance with the <i>Citywide Design Guidelines</i>.</p> <p>The project has been designed to be compatible with the surrounding area and would not degrade the existing visual character or quality of the site. The neutral colors of the project will blend with the surroundings. The proposed project would enhance the existing community by developing a vacant lot with commercial uses. As such, impacts to the existing visual character or quality of the site and its surroundings would be less than significant.</p>				
<p>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1d. Response: (Source: Riverside Extended Mountain Area Plan, Figure 5, Riverside Municipal Code—Chapter 19.556)</p>				
<p>Less than significant impact. The project site is located on a lot that is currently vacant, and proposed 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 adversely affect day or nighttime views in the area. Lights of the project will be dimmed after hours of operation, from 7:00 p.m. to 7:00 a.m. All lighting and associated fixtures will be designed to comply with the City’s Municipal Code lighting standards (Chapter 19.556). The site is not within the Mount Palomar Lighting Area and will not affect nighttime views. The impact is less than significant.</p>				
<p>2. AGRICULTURE AND FOREST RESOURCES:</p>				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2a. Response: (Source: General Plan 2025, Riverside County Important Farmland 2014, FPEIR Appendix I: Designated Farmland Table and Maps) No impact. The project site is located within an urbanized area. According to Figure OS-2—Agricultural Suitability of the General Plan 2025, the project site is zoned for medium-density residential and does not have any land classified as farmland in close proximity. According to the California Department of Conservation, the closest farmland classified as Prime Farmland, Farmland of Statewide Importance or Unique Farmland is located approximately 1.5 miles from the project site, along Arlington Avenue. The proposed project would have no impact on any farmland located within the City.				
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: Riverside County Important Farmland 2014, FPEIR Appendix I: Designated Farmland Table and Maps) No impact. The project would necessitate a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential to CR—Commercial/Retail zone. However, the project site is not located within an area that is under the Williamson Act Preserve or under a Williamson Act Contract. According to the California Department of Conservation Land Conservation Act Maps, the closest land under a Williamson Act contract is located approximately 5 miles south of the project site and directly north of Lake Mathews. The site is currently a vacant lot surrounded by existing residential and commercial uses. As such, the General Plan Amendment and rezoning of the project site would not conflict with existing zoning for agricultural use. The proposed project would have no impact on any agricultural land or land under a Williamson Act contract.				
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: General Plan 2025) No impact. There is no land in the City of Riverside that is zoned for forestland or timberland. The California Department of Forestry and Fire Protection's (CalFire) Land Cover map does not identify the project site or surrounding area as either forest land or timberland. As such, the proposed project would have no impact on any forest land or timberland.				
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: General Plan 2025) No impact. There is no land in the City of Riverside that is zoned for forest land. The project site is not located in an area that contains any forest land, and therefore the project would have no impact on forest land.				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Farmland, to non-agricultural use or conversion of forest land to non-forest use?				
<p>2e. Response: <i>(Source: City of Riverside General Plan 2025 Zoning Map)</i></p> <p>No impact. The project would necessitate a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential to CR—Commercial Retail Zone. However, the project is located in an urbanized area of the City and will be built on a vacant lot. As such, there will be no changes that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use, as there are no farmlands or agricultural uses adjacent or near the project site.</p>				
<p>3. AIR QUALITY.</p>				
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:				
<p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3a. Response: <i>(Source: SCAQMD's Final 2016 Air Quality Management Plan (AQMP), SCAQMD's 1993 Handbook, General Plan 2025, SCAQMD's 2008 Final Localized Significance Thresholds Methodology, SCAQMD's Air Quality Significance Thresholds, and AQ/GHG Modeling prepared by FCS (Appendix A))</i></p> <p>Less than significant impact. To evaluate whether or not a project conflicts with, or obstructs the implementation of the applicable air quality plan (2016 AQMP for the South Coast Air Basin), the SCAQMD CEQA Air Quality Handbook states that there are two key indicators. These indicators are identified by the criteria discussed below.</p> <ol style="list-style-type: none"> Indicator: Whether the project will not result in an increase in the frequency or severity of existing air quality violations or not cause or contribute to new violations, or not delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Project applicability: Applicable and assessed below. Indicator: According to Chapter 12 of the SCAQMD CEQA Air Quality Handbook, the purpose of the General Plan consistency findings is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan, and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards. Project applicability: Applicable and assessed below. <p>Project's Contribution to Air Quality Violations and Compliance the 2016 AQMP for the South Coast Air Basin</p> <p>According to the SCAQMD, the project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (SCAQMD AQMP 1993, page 12-3). The AQMP is based, in part, upon approved general plans within SCAQMD's jurisdiction. Therefore, in order to be consistent with the growth assumptions in the AQMP, the project must be consistent with, or within the scope of, impacts that could occur as envisioned by the City of Riverside's General Plan.</p> <p>If a project's emissions do not exceed the SCAQMD regional thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}, it follows that the project's emissions would not exceed the allowable limit for each project in order for the region to attain and maintain ambient air quality standards, which is the primary goal of air quality plans. As shown in Impact 3b and 3c below, the project would not generate regional or localized construction or operational emissions that would exceed SCAQMD's thresholds of significance. Furthermore, the project would also comply with all applicable SCAQMD rules and regulations. The project would necessitate a General Plan Amendment from MDR—Medium Density Residential to C—Commercial. As discussed in Section 16a, the project would generate fewer than 100 vehicle trips during peak hours, which is substantially less than what</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
could otherwise occur if the project site were developed under the existing MDR General Plan land use designation. Considering this information, the project's construction and operational emissions would not contribute substantially to potential air quality violations and thus would comply with the applicable air quality plan. The project would be less than significant .				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3b. Response: <i>(Source: General Plan 2025, SCAQMD's 2008 Final Localized Significance Thresholds Methodology, and AQ/GHG Modeling prepared by FCS (Appendix A))</i>				
<p>Less than significant impact. The goal of the localized significance thresholds (LSTs) is to ensure that no source creates, or receptor endures, a significant adverse impact from any project. The evaluation of localized air quality impacts determines the potential of the project to violate any air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The localized analysis uses thresholds that represent the maximum project emissions that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard (SCAQMD 2008). LSTs are defined separately for construction and operational activities and are dependent upon location, project size, and distance to the sensitive receptor. The project is located in SRA 23 (Metropolitan Riverside County #1). Therefore, the LSTs for this Source Receptor Area (SRA) were selected for the LST assessment. The maximum disturbed area was assumed to be 1 acre and the shortest distance to the nearest sensitive receptor was assumed to be 25 meters. If the project results in emissions that do not exceed the localized significance thresholds, it follows that those emissions would not cause or contribute to a local exceedance of the appropriate ambient air quality standard.</p> <p>Carbon Monoxide (CO) Hot Spot Analysis CO "hot spot" thresholds ensure that emissions of CO associated with traffic impacts from a project in combination with CO emissions from existing and forecasted regional traffic do not exceed state or federal standards for CO at any traffic intersection impacted by the Project. Project concentrations may be considered significant if a CO hot spot intersection analysis determines that Project-generated CO concentrations cause a localized violation of the state CO 1-hour standard of 20 ppm, state CO 8-hour standard of 9 ppm, federal CO 1-hour standard of 35 ppm, or federal CO 8-hour standard of 9 ppm. The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria: (1) the intersection is at LOS D or worse and where the project increases the volume to capacity ratio by 2 percent, or (2) the project decreases LOS at an intersection from C to D. As discussed in Section 16a, the project is anticipated to generate fewer than 100 vehicle trips during peak hours, and, therefore, no CO hot spot analysis is warranted.</p> <p>The CalEEMod, Version 2016.3.1 (Appendix A) land use emission model was used to estimate the project's localized emissions. The localized emissions result from all on-site construction or operational activities. The results of the air quality model showed that construction of the project would generate emissions less than the SCAQMD significance thresholds (Table 1). Therefore, the project would result in less than significant direct, indirect or cumulative impacts to ambient air quality, and will not contribute to an existing air quality violation.</p>				
<p>Table 1: Comparison of Construction LSTs and Project Construction Emissions (Unmitigated)</p>				
Activity	Maximum On-site Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	20.75	8.08	3.21	2.03
Grading	17.07	6.76	2.69	1.71
Building Construction	17.43	13.88	1.06	1.02
Paving	10.45	8.99	0.61	0.56
<p>Table 1 (cont.): Comparison of Construction LSTs and Project Construction Emissions (Unmitigated)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Activity	Maximum On-site Emissions (pounds per day)				
	NO_x	CO	PM₁₀	PM_{2.5}	
Architectural Coatings	2.01	1.85	0.15	0.15	
Maximum Daily Emissions	20.75	13.88	3.21	2.03	
Construction Localized Significance Threshold	118	602	4	3	
Exceed Threshold?	No	No	No	No	
Notes: NO _x = nitrogen oxides CO = carbon monoxide PM ₁₀ and PM _{2.5} = particulate matter Phases are assumed to not overlap; therefore, the maximum daily emissions are from the highest representative phase. PM ₁₀ and PM _{2.5} emissions are from the mitigated output to reflect compliance with SCAQMD Rule 403—Fugitive Dust. Source of emissions: CalEEMod Output (Appendix A). Source of thresholds: South Coast Air Quality Management District 2009, for SRA 23, 25 meters, 1-acre site.					

On-site emissions from operational activities (which would consist primarily of vehicles accessing the site) are compared with the localized operational significance thresholds for a 1-acre site in SRA 23 at 25 meters, and are shown in Table 2. A trip length of 0.1 mile was used in the modeling to account for on-site emissions from mobile sources.

Table 2: Comparison of Operational LSTs and Project Operational Emissions (Unmitigated)

Operational Activity	On-site Emissions (pounds per day)				
	NO_x	CO	PM₁₀	PM_{2.5}	
Area	<0.01	<0.01	<0.01	<0.01	
Energy	0.05	0.04	<0.01	<0.01	
Mobile	7.62	5.66	0.08	0.03	
Maximum On-site Daily Emissions	7.67	5.71	0.08	0.03	
Operations Localized Significance Threshold	118	602	1	1	
Exceed Threshold?	No	No	No	No	
Notes: NO _x = nitrogen oxides CO = carbon monoxide PM ₁₀ and PM _{2.5} = particulate matter Source of emissions: CalEEMod Output (Appendix A). The highest daily emissions occurred in the winter run for CO, PM ₁₀ , and PM _{2.5} . The highest NO _x emissions occurred in the summer run. Source of thresholds: South Coast Air Quality Management District 2009, for SRA 23, 25 meters, 1-acre site.					

The above tables compare the project emissions (construction and operations) to the SCAQMD LST thresholds and show that significance thresholds would not be exceeded. Therefore, emissions from construction and operations of the project would not cause or contribute to a local exceedance of the appropriate ambient air quality standard, and impacts would be **less than significant**.

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"/>
3c. Response: (General Plan 2025 EIR, SCAQMD's Final 2016 AQMP, SCAQMD's Air Quality Significance				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact		
<i>Thresholds, and AQ/GHG Modeling prepared by FCS (Appendix A)</i>						
Less than significant impact. As noted in the General Plan EIR (Air Quality Section page 5.3-15), the air basin in which the proposed project is located is currently in nonattainment status with respect to California standards for ozone, PM ₁₀ and PM _{2.5} , and non-attainment with respect to federal standards for ozone, carbon monoxide (CO), PM ₁₀ and PM _{2.5} .						
The determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed SCAQMD regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the SCAQMD significance thresholds would be considered consistent with regional air quality planning efforts, and would not generate cumulatively considerable emissions.						
Cumulative Construction Emissions						
The project’s maximum daily regional construction emissions are presented and compared to SCAQMD’s regional significance thresholds in Table 3. The project’s regional emissions include those that are generated from both on-site and off-site activities.						
Table 3: Regional Construction Emissions by Construction Phase (Unmitigated)						
Construction Activity	Regional Pollutant Emissions (pounds per day) ¹					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	1.85	20.78	8.48	0.02	3.30	2.05
Construction Activity	Regional Pollutant Emissions (pounds per day) ¹					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Grading	1.55	17.10	7.16	0.02	2.78	1.74
Building Construction	2.77	18.62	15.28	0.03	1.39	1.12
Paving	1.18	10.50	9.64	0.02	0.76	0.60
Architectural Coatings	7.52	2.03	2.10	0.00	0.21	0.17
Maximum Daily Emissions	7.52	20.78	15.28	0.03	3.30	2.05
SCAQMD Significance Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Notes: VOC = volatile organic compounds; NO _x = oxides of nitrogen; CO = carbon monoxide; SO _x =sulfur oxides; PM ₁₀ = particulate matter with aerodynamic diameter less than 10 microns; PM _{2.5} = particulate matter with aerodynamic diameter less than 2.5 microns ¹ Assumes compliance with SCAQMD Rule 403. Source of emissions: CalEEMod Output (Appendix A) Source of thresholds: South Coast Air Quality Management District 2011.						
As shown above in Table 3, the project’s maximum daily regional construction emissions would not exceed SCAQMD’s regional thresholds of significance. Furthermore, all construction activities would comply with applicable SCAQMD rules and regulations, including Rule 403 to minimize fugitive PM dust emissions. Therefore, considering that the project’s short-term construction emissions would not exceed any significance thresholds, the project would not result in a cumulatively considerable net increase of construction emissions. The cumulative impact from construction of the project would be less than significant.						
Cumulative Operational Emissions						
The project’s maximum daily regional operational emissions are presented and compared to SCAQMD’s regional thresholds of significance in Table 4.						

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 4: Operational Regional Pollutants (Maximum Daily)

Operational Activity	Emissions (pounds per day) ¹					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	0.16	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile	1.55	9.57	11.50	0.04	2.54	0.70
Total Maximum Daily Operational Emissions	1.72	9.62	11.55	0.04	2.55	0.71
SCAQMD Significance Threshold	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Notes:

VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter with aerodynamic diameter less than 10 microns; PM_{2.5} = particulate matter with aerodynamic diameter less than 2.5 microns

¹ Emissions shown represent the maximum daily emissions from summer and winter seasons for each operational emission source and pollutant. Therefore, total daily operational emissions represent maximum daily emissions that could occur throughout the year.

Source of emissions: CalEEMod Output (Appendix A).

Source of thresholds: South Coast Air Quality Management District 2011.

As shown above in Table 4, the project's maximum daily regional operational emissions would not exceed SCAQMD's regional thresholds of significance. Therefore, the project's operational emissions would not result in a cumulatively considerable incremental contribution to the existing cumulative air quality impacts. Considering that the project's long-term operational emissions would not exceed any significance thresholds, the project would not result in a cumulatively considerable net increase of operational emissions. The cumulative impact from long-term operation of the project would be **less than significant**.

d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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3d. Response: (Source: SCAQMD's Final 2016 AQMP, General Plan 2025, SCAQMD's 2008 Final Localized Significance Thresholds Methodology, SCAQMD's Air Quality Significance Thresholds, Centers For Disease Control and Prevention's (CDC) Construction Safety and Health, California Air Pollution Control Officers Association's (CAPCOA) 2009 Health Risk Assessments for Proposed Land Use Projects, and AQ/GHG Modeling prepared by FCS (Appendix A))

Less than significant impact. Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO₂ and CO), commercial and/or industrial facilities would be considered sensitive receptors for those purposes.

The closest sensitive receptors are the existing residences located across Mobley Avenue, northeast of the project site.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Localized Significance Threshold Analysis—Construction</p> <p>If the project results in emissions less than the applicable LST thresholds, it follows that the project would not cause or contribute to an exceedance of the standard and, therefore, would not expose sensitive receptors to substantial pollutant concentrations. As identified in Impact 3b, the proposed project would result in a less than significant impact during construction. As shown in Table 1, the on-site emissions associated with the construction of the project would not exceed the applicable SCAQMD LST thresholds. Therefore, construction of the project would not expose nearby sensitive receptors to substantial pollutant concentrations.</p> <p>Localized Significance Threshold Analysis—Operations</p> <p>On-site emissions from operation activities are compared with the localized significance thresholds for a 1-acre site in SRA 23 at 25 meters and are shown in Table 2 of Impact 3b. As shown in Table 2, the project's on-site operational emissions would not exceed the applicable SCAQMD LST thresholds. Therefore, operations of the project would not expose sensitive receptors to substantial pollutant concentrations.</p> <p>Toxic Air Pollutants - On-site Workers</p> <p>A variety of state and national programs protect workers from safety hazards, including high air pollutant concentrations (Cal/OSHA and CDC 2012).</p> <p>On-site workers are not required to be addressed through this health risk assessment process. A document published by the California Air Pollution Control Officers Association (CAPCOA 2009), Health Risk Assessments for Proposed Land Use Projects, indicates that on-site receptors are included in risk assessments if they are persons not employed by the project. Persons not employed by the project would not remain on-site for any significant period. Therefore, a health risk assessment for on-site workers is not required or recommended.</p> <p>Toxic Air Pollutants - Construction</p> <p>The construction equipment would emit diesel particulate matter (DPM), which the California Air Resources Board (ARB) has identified as a carcinogen. However, the DPM emissions during construction are short-term in nature. Determination of cancer risk from DPM is considered over a 70-year lifetime exposure time. Because of the short duration of the construction (approximately one year), the DPM construction emissions are not expected to contribute to the overall lifetime cancer risk. Therefore, exposure to DPM during construction is anticipated to be a less than significant health impact, and would not expose sensitive receptors to substantial pollutant concentrations during construction.</p> <p>Toxic Air Pollutants - Operations</p> <p>The proposed project would include the development of a 6,208-square-foot vehicle wash facility with associated parking on the southern portion of a 1.32 acre, vacant site. The proposed land use is not a typical source of TAC emissions. The proposed land use would require occasional material delivery trucks; however, these emissions would be intermittent and would primarily occur throughout the existing local roadway network. Therefore, the project's long-term operational TAC emissions would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.</p>				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3e. Response: (Source: SCAQMD's 2007 Odor Detection, Mitigation and Control Technology Forum and Roundtable Discussion)</p> <p>Less than significant impact. Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While exact quantification of objectionable odors cannot be determined due to the subjective nature of what is considered "objectionable," the project presents a potential for the generation of objectionable odors associated with construction activities. The operation of the carwash land use is not typically associated with the generation of objectionable odors; therefore, operation of the project would not create objectionable odors affecting a substantial number of people.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>However, the construction activities associated with the expected buildout of the project site may generate airborne odors such as exhaust from diesel construction equipment. Because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel PM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Impacts would be less than significant.</p>				
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4a. Response: <i>(Source: Biological Resources Evaluation Report for the Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017. United States Geological Survey (USGS) 7.5-Minute Topographic Map Riverside West Quadrangle and current aerial imagery; California Natural Diversity Database (CNDDDB) (CDFW 2017c); Information, Planning and Conservation (IPaC) (USFWS 2017b); Inventory of Rare and Endangered Plants of California (CNPS 2017); National Wetlands Inventory (NWI) and Wetlands Mapper (USFWS 2017c); Biogeographic Information and Observation System (BIOS) (CDFW 2017a and 2017b); Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County California (RCHCA 1996); Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area (Riverside County TLMA 2006); Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Survey Guidelines and Protocols (Riverside County TLMA 2007); Biological Policies and Procedures (Riverside County TLMA 2009); Riverside County Integrated Project (RCIP) Conservation Summary Report Generator (Riverside County TLMA 2017); Final Western Riverside County Multiple Species Habitat Conservation Plan (Dudek 2003).)</i></p> <p>Less than significant impact. FCS conducted a literature review and field survey of the biological resources potentially associated with the project site and within a 500-foot zone surrounding the project site; these define the Biological Study Area (BSA). An FCS senior biologist visited the BSA to conduct the following biological surveys listed below. Details of the study methods can be found within the <i>Biological Resources Evaluation Report for the Quick N Clean Carwash</i>.</p> <ul style="list-style-type: none"> • Habitat assessment and plant community mapping. • Riparian/Riverine Areas, vernal pools, and fairy shrimp habitat assessment. • General plant survey. • General wildlife survey. • Burrowing owl habitat assessment. • Jurisdictional assessment. • Wildlife movement evaluation. <p>The project site is located within areas covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a comprehensive, multi-jurisdictional regional plan adopted under the federal Endangered Species Act (ESA) and the California Natural Community Conservation Planning Act (NCCP Act) focusing on conservation of species and their associated habitats to address biological and ecological diversity conservation needs, while development is simultaneously approved on non-federal lands in western Riverside County. The MSHCP serves as a Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of the ESA, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act. HCPs were the result of an amendment to the ESA allowing "incidental take" by using a planning process that protects listed species while allowing for lawful activities of landowners in the presence of listed species. Rather than deal with endangered species on a one-by-one basis, the MSHCP focuses on the conservation of 146 species and their habitats. The MSHCP establishes a framework and mechanism for projects to comply with state and federal endangered species</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>regulations.</p> <p>The MSHCP requires focused surveys for certain plant and animal species for project sites located within designated plant and animal survey areas when potential suitable habitat is present. The report generator summarized the guidance in the MSHCP that pertains to the project property. Habitat assessments are required for those species identified on the report generator for every APN that is included in the project. FCS reviewed the report generator to determine the required surveys for each APN. The report generator determined that habitat assessments shall be required and should address, at a minimum, potential habitat for the burrowing owl (BUOW) (<i>Athene cunicularia</i>). The report generator query did not indicate that the project site is within an area that requires further study for amphibian species, MSHCP Criteria Area plant species, Criteria Area status mammals, Narrow Endemic Plant Species, or special linkage areas.</p> <p>The project site is a vacant lot completely bordered by streets and commercial development. The project site is disturbed, compacted, and located in an urban environment that is built out with residential and commercial development. One land cover type, non-native grassland, was determined to be present within the project site. The site was dominated by non-native grasses but also contained Russian thistle (<i>Salsola tragus</i>) and lamb's quarters (<i>Chenopodium album</i>). This land cover could potentially provide foraging and nesting habitat for some wildlife species.</p> <p>The project site lacks suitable habitats, soils, and/or other factors to support any listed or sensitive plant species. No wildlife was observed on-site at the time of the site visit, and the project site lacks suitable and adequate biological and physical features that are needed to support any listed or sensitive wildlife species.</p> <p>The project site does not contain vernal pools or wetlands that could support fairy shrimp species and none are expected; therefore, listed fairy shrimp, such as the Riverside fairy shrimp (<i>Streptocephalus woottoni</i>), Santa Rosa Plateau fairy shrimp (<i>Linderiella santarosae</i>), and vernal pool fairy shrimp (<i>Branchinecta lynchi</i>) are not expected to be present within the project site. No vernal pools, vernal pool soil conditions, or associated vernal pool vegetation were observed within the project site. Consistent with the MSHCP, focused fairy shrimp surveys were not conducted or required. No direct impacts on vernal pools and fairy shrimp are anticipated as a result of construction of the project.</p> <p>FCS conducted a habitat suitability assessment of the MSHCP Riparian/Riverine Areas within the project site and determined there were no suitable resources present to support least Bell's vireo (LBV) (<i>Vireo bellii pusillus</i>), southwestern willow flycatcher (SWFL) (<i>Empidonax traillii extimus</i>), or western yellow-billed cuckoo (cuckoo) (<i>Coccyzus americanus</i>) for breeding purposes, and these birds are not expected. Consistent with the MSHCP, focused LBV, SWFL, or cuckoo surveys were not conducted or required. No direct impacts on LBV, SWFL, or cuckoo are anticipated as a result of construction of the project.</p> <p>The report generator determined that the project site is located within a survey area for BUOW and FCS conducted a habitat assessment. The BUOW habitat assessment determined that the project site and BSA does not support potentially suitable BUOW foraging and nesting habitat. Consistent with the MSHCP, focused BUOW surveys were not conducted or required. No direct impacts on BUOW are anticipated as a result of construction of the project.</p> <p>FCS conducted a habitat assessment within the project site and reviewed soil maps for the project site. It was determined that the project site does not contain suitable soils (Delhi sands) or vegetation habitats to support the Delhi sands flower-loving fly (<i>Rhaphiomidas terminatus abdominalis</i>) (DSFLF). Consistent with the MSHCP, focused DSFLF surveys were not conducted or required.</p> <p>In addition to the MSHCP, the project site is also located within areas covered by the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP) in Western Riverside County. The Stephens' kangaroo rat (SKR) (<i>Dipodomys stephensi</i>) is designated by the United States Fish and Wildlife Service (USFWS) as a federal endangered species and is designated by the California Department of Fish and Wildlife (CDFW) as a state threatened species. Under the ESA and the California Endangered Species Act (CESA), both the SKR and its habitat are protected from any type of disturbance resulting in "take" of the species. The net effect of the listing was to freeze new development on more than 22,000 acres throughout western Riverside County. In 1990, the cities of Corona, Hemet, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Perris, Riverside, Temecula, and Wildomar, and the County of Riverside formed the Riverside County Habitat Conservation Agency (RCHCA).</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>for the purpose of planning, acquiring, and managing habitat for the SKR and other endangered, threatened, and candidate species. The RCHCA, and each of its members, including the cities and County, adopted SKRHCP and have been issued an incidental take permit from the USFWS and a management authorization from the CDFW, all of which document require certain implementation actions on the part of its members. In order to address severe economic impacts of the SKR listing, the RCHCA prepared a single-species HCP for the SKR. A Short Term HCP was first prepared and approved in 1990. In 1996, the RCHCA and each of its members, including the cities and County, adopted the SKRHCP. The SKRHCP was adopted by the USFWS and CDFW to allow SKR to be incidentally taken within the County and the cities, which have been issued an incidental take permit from the USFWS and a management authorization from the CDFW; all these documents require certain implementation actions on the part of its members. The SKRHCP is designed to establish a permanent reserve system within the plan area and to maintain, manage and fund conservation, preservation, restoration, and enhancement of the SKR and its habitat. SKR was not observed during the field survey, and the project site lacks suitable and adequate biological and physical features that are needed to support the SKR; therefore, focused SKR surveys are not required for the project.</p> <p>The project will have a less than significant impact, 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 CDFW or USFWS.</p>				
<p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4b. Response: <i>(Source: Biological Resources Evaluation Report for the Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017. USGS 7.5-Minute Topographic Map Riverside West Quadrangle and current aerial imagery; California Natural Diversity Database (CNDDB) (CDFW 2017c); National Wetlands Inventory (NWI) and Wetlands Mapper (USFWS 2017c); Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Survey Guidelines and Protocols (Riverside County TLMA 2007); Biological Policies and Procedures (Riverside County TLMA 2009); Final Western Riverside County Multiple Species Habitat Conservation Plan (Dudek 2003).)</i></p> <p>No impact. Habitats, vegetation, and non-vegetated features would be removed within the project footprint. Sensitive plant communities (sensitive habitats) are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental impacts of projects (CDFG 2009). One land cover type, non-native grassland, was determined to be present within the project site. Habitats, vegetation, and non-vegetated features would be removed within the project footprint. Sensitive plant communities (sensitive habitats) are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental impacts of projects (CDFG 2009).</p> <p>Riparian habitats are those on, relating to, or near the banks of a river, stream, creek, spring, seep, pond or lake. The project site is developed and completely dry and does not support aquatic features, natural or man-made water bodies, wetlands, or jurisdictional areas necessary to support riparian vegetation.</p> <p>The project is not anticipated to have direct or indirect impacts on riparian habitats or other sensitive natural communities; therefore, the project is anticipated to have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS.</p>				
<p>c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4c. Response: <i>(Source: Biological Resources Evaluation Report for the Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017. USGS 7.5-Minute Topographic Map</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Riverside West Quadrangle and current aerial imagery; National Wetlands Inventory (NWI) and Wetlands Mapper (USFWS 2017c); Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Survey Guidelines and Protocols (Riverside County TLMA 2007); Biological Policies and Procedures (Riverside County TLMA 2009); Final Western Riverside County Multiple Species Habitat Conservation Plan (Dudek 2003).)</i></p> <p>No impact. The literature review determined that the project site does not contain NWI wetlands. The jurisdictional assessment determined that the project site does not contain hydrological features, wetlands, marshes, vernal pools, channels with a bed or bank, or evidence of an ordinary high water mark; therefore, the project site does not contain federal or state wetlands, waters, or habitats that are potentially subject to the jurisdictional authority of the United States Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), or CDFW. In addition, the project site was assessed for areas meeting the MSHCP's definition of Riparian/Riverine Areas during the habitat assessment. It was determined that the project site does not have MSHCP Riparian/Riverine Areas.</p> <p>The project site is completely dry and does not support aquatic features, natural or man-made water bodies, wetlands or jurisdictional areas; therefore, the project is not anticipated to have direct or indirect impacts on jurisdictional wetlands, waters, or habitats that are subject to jurisdictional authority of the USACE, RWQCB, or CDFW. The project is anticipated to have no impact on federally protected wetlands as defined by section 404 of the CWA (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: <i>(Source: Biological Resources Evaluation Report for the Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017; USGS 7.5-Minute Topographic Map Riverside West Quadrangle and current aerial imagery; Biogeographic Information and Observation System (BIOS) (CDFW 2017a and 2017b); Final Western Riverside County Multiple Species Habitat Conservation Plan (Dudek 2003).)</i></p> <p>No impact. The field survey determined that the project site does not function as a wildlife movement corridor. The project site does not contain wildlife travel routes, such as a riparian strip, ridgeline, or drainage; or wildlife crossings, such as a tunnel, culvert, or underpass. The project site does not represent a wildlife movement corridor because the site is completely covered in non-native grasses and other non-native vegetation and is surrounded by other development, walls, fencing, and roadways. These permanent structures serve as significant barriers to wildlife movement through the project site and region.</p> <p>The Open Space and Conservation Element of the City of Riverside General Plan 2025 provides the following policies for the preservation of wildlife corridors:</p> <ul style="list-style-type: none"> Objective OS-6: Preserve and maintain wildlife movement corridors. Policy OS-6.1: Protect and enhance known wildlife migratory corridors and create new corridors as feasible. <p>The project site does not contain or function as a wildlife corridor; therefore, the project would not conflict with Objective OS-6 or Policy OS-6.1 of the City of Riverside General Plan.</p> <p>The literature review determined that the project site is not located within a CDFW designated Essential Habitat Connectivity Area or a Natural Landscape Block. In addition, the project site is located within areas covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP Conservation Area comprises a variety of existing and proposed Cores, Extensions of Existing Cores, Linkages, Constrained Linkages, and Non-contiguous Habitat Blocks. These features are generally called "Cores and Linkages" (MSHCP Section 3.2.3). The project site is not located within an existing or proposed Core or Linkage.</p> <p>The project site does not support resident or migratory fish species and no native wildlife nursery sites or rookeries were</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>observed within the project site during the field survey.</p> <p>The project site does not contain and is not connected to an established wildlife corridor; therefore, the project is not anticipated to have direct or indirect impacts on wildlife corridors or wildlife movement. The project site does not support resident or migratory fish species or wildlife nursery sites; therefore, the project is not anticipated to have direct or indirect impacts on wildlife nursery sites. The project is not anticipated to 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. As such, no impacts are expected to occur.</p>				
<p>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4e. Response: <i>(Source: Biological Resources Evaluation Report for the Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017.)</i></p> <p>Less than Significant. 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, with specifications based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute.</p> <p>In addition, the General Plan 2025 includes policies to ensure that future development would not conflict with any local policies or ordinances protecting biological resources, including tree preservation policies and specifically policies, LU-27.1 (parkway canopy trees) and LU-27.4 (private property trees, enhancement of urban forest). This project has been reviewed against these policies and found to be in compliance with the policies. For these reasons, the project would have a less than significant impact directly, indirectly and cumulatively on local policies or ordinances protecting biological resources and tree preservation.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4f. Response: <i>(Source: Biological Resources Evaluation Report for the Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017. Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County California (RCHCA 1996); Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area (Riverside County TLMA 2006); Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Survey Guidelines and Protocols (Riverside County TLMA 2007); Biological Policies and Procedures (Riverside County TLMA 2009); Riverside County Integrated Project (RCIP) Conservation Summary Report Generator (Riverside County TLMA 2017); Final Western Riverside County Multiple Species Habitat Conservation Plan (Dudek 2003).)</i></p> <p>Less than significant impact. The project site is located within areas covered by the MSHCP. The purpose of the MSHCP is described in Response 4a. The project site is situated within the cities of Riverside and Norco Area Plan of the MSHCP; however, it does not fall within Criteria Cells, Conservation Areas, Wildlife Movement Corridors or Linkages. The project site is "Not A Part"; therefore, no conservation is required for this parcel. The report generator indicates that these parcels are not subject to Cell Criteria under the MSHCP; however, other requirements, including species surveys, apply under the plan. The project is not located within a Criteria Area or Area Plan Subunit; therefore, it does not have to meet the objectives of the Reserve Assembly of the cities of Riverside and Norco Plan.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>As described within the <i>Biological Resources Evaluation Report for the Quick N Clean Carwash Project</i> and within Response 4a, the BSA was assessed for (1) areas meeting the MSHCP's definition Riparian/Riverine Areas, (2) areas meeting the MSHCP's definition of vernal pools and fairy shrimp habitat, and (3) areas containing suitable habitat to potentially support BUOW, LBV, SWFL, and cuckoo during the field survey. The MSHCP requires focused surveys for certain plant and animal species for project sites located within designated plant and animal survey areas when potential suitable habitat is present.</p> <p>The project site does not contain vernal pools or wetlands that could support fairy shrimp species and none are expected; therefore, listed fairy shrimp, such as the Riverside fairy shrimp, Santa Rosa Plateau fairy shrimp, and vernal pool fairy shrimp are not expected to be present within the project site. No vernal pools, vernal pool soil conditions, or associated vernal pool vegetation were observed within the project site. Consistent with the MSHCP, focused fairy shrimp surveys were not conducted or required. No direct impacts on vernal pools and fairy shrimp are anticipated as a result of construction of the project. The project is consistent with Section 6.1.2 of the MSHCP.</p> <p>The project site was assessed for areas meeting the MSHCP's definition of Riparian/Riverine Areas during the habitat assessment. It was determined that the project site does not have MSHCP Riparian/Riverine Areas. Consistent with the MSHCP, surveys to delineate these habitats were not conducted or required. No direct impacts on MSHCP Riparian/Riverine Areas are anticipated as a result of construction of the project. The project is consistent with Section 6.1.2 of the MSHCP.</p> <p>FCS conducted a habitat suitability assessment of the MSHCP Riparian/Riverine Areas within the project site and determined there were no sufficient resources to support LBV, SWFL, or cuckoo for breeding purposes, and these birds are not expected. Consistent with the MSHCP, focused LBV, SWFL, or cuckoo surveys were not conducted or required. No direct impacts on LBV, SWFL, or cuckoo are anticipated as a result of construction of the project. The project is consistent with Section 6.1.2 of the MSHCP.</p> <p>The report generator determined that the project site is located within a survey area for BUOWs, and FCS conducted a habitat assessment. The habitat assessment determined that the project site and BSA does not support potentially suitable BUOW foraging and nesting habitat. It is our opinion that BUOWs are unlikely to occur within the project site or BSA now or in the future, based on the reasons described within Response 4a. For the reasons mentioned above, focused BUOW surveys (Step II: Focused Burrow and Burrowing Owl Survey) are not recommended. Consistent with the MSHCP, focused BUOW surveys were not conducted or required. No direct impacts on BUOW are anticipated as a result of construction of the project. The project is consistent with Section 6.3.2 of the MSHCP.</p> <p>FCS conducted a habitat assessment within the project site and reviewed soil maps for the project site. It was determined that the project site does not contain suitable soils (Delhi sands) or vegetation habitats to support the DSFLF. Consistent with the MSHCP, focused DSFLF surveys were not conducted or required.</p> <p>Projects that are located within a Cell Criteria Area, Criteria Cell(s), or Area Plan Subunit must be evaluated to determine their effect on the Reserve Assembly. The project is not located within a Criteria Area or Area Plan Subunit; therefore, it does not have to meet the objectives of the Reserve Assembly of the cities of Riverside and Norco Plan.</p> <p>The project site is not located adjacent to a MSHCP Conservation Area; therefore, the Urban/Wildlands Interface guidelines do not apply. The project is consistent with Section 6.1.4 of the MSHCP.</p> <p>As described in Response 4a, applicable construction guidelines, as outlined in MSHCP Section 7.5.3, <i>Construction Guidelines</i>, and applicable BMPs listed within MSHCP Appendix C, <i>Standard Best Management Practices</i>, would be implemented during project construction. Implementation of these measures would ensure project consistency with the MSHCP.</p> <p>The project proponent would comply with the MSHCP, the associated Implementing Agreement, and the City of Riverside's Ordinance No. 6709 (Western Riverside County Multiple Species Habitat Conservation Plan Fee Program Ordinance) by the payment of the applicable Development Mitigation Fee as a condition for City's issuance of a grading permit or a building permit. Mitigation fees are subject to change and the amount is determined at the time of a grading permit and/or a building</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>permit for new development.¹ Upon payment of this mitigation fee, the project would be in full compliance with the MSHCP with no additional obligations required pursuant to the same.</p> <p>The project site is located within areas covered by the SKRHCP and the SKR mitigation fee assessment area in Western Riverside County; however, it does not fall within a SKR Core Reserve. The purpose of the SKRHCP is described in Response 4a. SKR was not observed during the field survey and the project site lacks suitable and adequate biological and physical features that are needed to support the SKR; therefore, focused SKR surveys and an individual SKR incidental take permit are not required for the project. The project proponent shall comply with the SKRHCP, the associated Implementing Agreement, and section 16.40.040 of the Riverside City Municipal Code by the payment of the applicable SKR Preservation Fee as a condition for City's issuance of a grading permit or a building permit. Upon payment of this mitigation fee, the project would be in full compliance with the SKRHCP with no additional obligations required pursuant to the same.²</p> <p>As described above, the project is consistent with the MSHCP and SKRHCP. As such, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP, and therefore would have a less than significant impact. The project is also consistent with the General Plan.</p>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5a. Response: (Source: Cultural Resources Assessment Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017.)</p> <p>Less than significant impact. The proposed project is not within a General Plan Historical District or Neighborhood Conservation Area, and would not conflict with the General Plan goals for these areas. A cultural resources assessment was prepared for the project by FirstCarbon Solutions in August 2017. The assessment included a cultural resources records search at the Eastern Information Center (EIC) at the University of California Riverside, a search of the Sacred Lands File request from the Native American Heritage Commission (NAHC), and an intensive systematic pedestrian survey of the project site. Although the report concludes that the project will be located on a site where no historic resources exist as defined in Section 15064.5 of the CEQA Guidelines, there is the potential that buried resources could still exist. If such resources are discovered during project implementation, mandatory compliance with state laws concerning the treatment and handling of such resources would be required. Therefore, direct, indirect or cumulative impacts to historical resources would be less than significant.</p>				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5b. Response: (Source: Cultural Resources Assessment Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017.)</p> <p>Less than significant. Results of the records search performed for the cultural resources assessment identified five cultural resources studies that have been conducted within the one-half mile search radius. Of those, one included the project area.</p>				

¹ There are five categories of the mitigation fee:

- Residential, density less than 8.0 dwelling units per acre (fee per dwelling unit) = \$2,031.
- Residential density between 8.0 and 14.0 dwelling units per acre (fee per dwelling unit) = \$1,300.
- Residential density greater than 14.0 dwelling units per acre (fee per dwelling unit) = \$1,056.
- Commercial (fee per acre) = \$6,914.
- Industrial (fee per acre) = \$6,914.

² On July 9, 1996, the City adopted Resolution No. 18943, which reduced prior City mitigation fees related to SKR and other threatened and endangered species as set forth in prior City Resolution 18563. As a result, Resolution No. 18943 set SKR mitigation fees at \$500 per gross acre with payment triggered by an applicant's obtaining either a grading permit or building permit. Pursuant to Resolution No. 20753 and section 16.40.040 of the City Municipal Code, the current mitigation fees remain \$500.00 per gross acre (with proration as applied to smaller parcels) (City of Riverside Public Works Department Development Fees [August 11, 2016] and Resolution No. 18943).

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>That study was conducted by Hogan et al. in 2003. The study encompassed 7,600 acres in the Riverside area and included historical/archaeological resources records searches, historical and ethno-historical background research, consultations with the City of Riverside, and a reconnaissance-level field survey which would have included the project area. No cultural resources were recorded within the project area during that survey. A new study was prepared for the project by FirstCarbon Solutions, which included a field survey that was conducted in August of 2017. The results were negative for cultural resources. As such, this project will be located on a site where no archeological resources exist as defined in Section 15064.5 of the CEQA Guidelines, and impacts related to archaeological resources would be less than significant. However, there remains the possibility that the proposed project may impact unknown buried archaeological resources as a result of ground disturbing construction activities. Mandatory compliance with state laws concerning the treatment and handling of such resources would reduce impacts to less than significant.</p>				
<p>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5c. Response: (Source: Cultural Resources Assessment Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017.)</p> <p>Less than significant impact. The Los Angeles County Museum of Natural History (LACMNH) was requested to conduct a search of their records to determine the relative sensitivity of the project area for paleontological resources. The results of the search concluded that shallow excavations into Older Quaternary Alluvium were unlikely to yield significant fossil remains; however, deeper excavations could yield significant paleontological specimens. It is always possible that ground-disturbing activities during construction will uncover previously unknown, buried cultural resources. As such, mandatory compliance with state laws concerning the treatment and handling of such resources would reduce potential impacts to a less than significant level with regard to paleontological resources.</p>				
<p>d. Disturb any human remains, including those interred outside of formal cemeteries?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5d. Response: (Source: Cultural Resources Assessment Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017.)</p> <p>Less than significant impact. No formal cemeteries are located in or near the project area. However, there is always the small possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. Should this occur, federal laws and standards apply, including the Native American Graves Protection and Repatriation Act (NAGPRA) and its regulations found in the Code of Federal Regulations, 43 CFR Part 10. Mandatory compliance with state laws concerning the handling and treatment of human remains would ensure that impacts related to the inadvertent discovery of human remains would be less than significant.</p>				
<p>6. GEOLOGY AND SOILS. Would the project:</p>				
<p>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6i. Response: (Source: General Plan 2025 Public Safety Element Figure PS-1)</p> <p>No Impact. Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The project site does not contain any known fault lines and the potential for fault rupture or seismic shaking is low.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Compliance with the California Building Code regulations would 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6iii. Response: (Source: General Plan 2025 Public Safety Element Figure PS-1. Geotechnical Engineering Report Quick N Clean—California and Hole, Riverside, California. Terracon Consultants, March 2017.)</p> <p>Less than significant impact. The City of Riverside is located in Southern California which is a seismically active region that can potentially experience small to large earthquakes. According to Figure PS-1 of the City of Riverside General Plan 2025, the proposed project is not located within a known fault zone or within one half mile of a known fault. Additionally, the proposed project would be built to applicable local and state building codes to minimize the risk of damage or loss from strong seismic ground shaking.</p> <p>Furthermore, as stated in the Geotechnical Engineering Report prepared for the project, the site is located in Southern California, which is a seismically active area. The type and magnitude of seismic hazards affecting the site are dependent on the distance to causative faults, the intensity, and the magnitude of the seismic event. Based on calculations using the USGS Earthquake Hazard Program 2008 interactive deaggregations, Elsinore Fault is considered to have the most significant effect at the site from a design standpoint. The Elsinore Fault is located approximately 13.5 kilometers from the site.</p> <p>Based on the USGS Design Maps Summary Report, using the American Society of Civil Engineers (ASCE 7-10) standard, the peak ground acceleration (PGA_M) at the project site is expected to be 0.5 g. Based on the USGS 2008 interactive deaggregations, the project site has a mean magnitude of 6.82. Furthermore, the site is not located within an Alquist-Priolo Earthquake Fault Zone based on a review of the State Fault Hazard Maps. As such, impacts related to strong seismic ground shaking would be less than significant.</p>				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6iii. Response: (Source: General Plan 2025 Public Safety Element Figure PS-2. Geotechnical Engineering Report Quick N Clean—California and Hole, Riverside, California. Terracon Consultants, March 2017.)</p> <p>Less than significant impact. As shown in Figure PS-2 of the Riverside General Plan 2025, the project site is located in an area that is at high risk of liquefaction. The General Plan contains policies to minimize the potential damage and loss of life that may result from geologic and seismic hazards. Compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction, will remain less than significant.</p> <p>Furthermore, as stated in the Geotechnical Engineering Report prepared for the project, the site is located within a high liquefaction hazard zone as designated by the County of Riverside Geographic Information System (GIS). Based on the materials encountered at the project site, subsurface materials generally consisted of predominantly very stiff to hard sandy lean clay to the depth of approximately 10 feet below the ground surface (bgs) underlain by loose to very dense sand with variable amount of silt and clay to maximum depth of explored at 50.25 feet bgs. Historical high groundwater in the project vicinity is assumed at 25 feet bgs based on nearby wells.</p> <p>Based on the subsurface conditions presented in Boring B-1 and analytical results, liquefiable saturated sands are not encountered below the historical high groundwater depth. Based on the calculation results, seismically induced dry sand settlement are expected to be less than 0.5 inch. Differential seismically induced settlement of dry sands are expected to be less than ¼ inch. As such, impacts related to liquefaction would be less than significant.</p>				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6iv. Response: (Source: General Plan 2025 Public Safety Element)</p> <p>Less than significant impact. The project site is generally flat, and no significant slopes occur within the project area that will be susceptible to landslides. Additionally, compliance with the California Building Code regulations will ensure that the</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
project will have a less than significant impact in regard to landslides.				
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: <i>General Plan 2025 Public Safety Element, 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; Geotechnical Engineering Report Quick N Clean—California and Hole, Riverside, California. Terracon Consultants, March 2017.</i>) Less than significant impact. Erosion and loss of topsoil could potentially occur as a result from construction and development of the proposed project. State and federal regulations require preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) to establish erosion and sediment control for construction activities. According to Figure 5.6-1 in the Riverside General Plan FPEIR, the project site is located on a land with a 0-10% slope. According to Figure 5.6-4 in the Riverside General Plan FPEIR, the project site is located on Buchenau soil. Buchenau soil has moderate erosivity and moderately slow permeability, as well as moderate shrink-swell potential. Additionally, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) regulations. The Subdivision Code (Title 18) identifies erosion control standards with which development must comply. The City's Grading Code (Title 17) also requires implementation of design measures to reduce the potential for soil erosion to occur. Compliance with applicable State and federal requirements, as well as with Titles 17 and 18 of the Riverside Municipal Code would minimize impacts relative to soil erosion or loss of topsoil to less than significant. The Geotechnical Engineering Report prepared for the project states that the site is located within a well-developed area and the ground surface is mostly covered with graded soils and pads; therefore, the possibility of wind and water erosion is considered negligible. Therefore, impacts would be less than significant .				
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: <i>General Plan 2025 Public Safety Element. Geotechnical Engineering Report Quick N Clean—California and Hole, Riverside, California. Terracon Consultants, March 2017.</i>)				
Less than significant impact. The proposed project would result in a potentially significant impact if it allowed development on a geologic unit or on soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off- site lateral spreading, subsidence, liquefaction, or collapse. According to Figure 5.6-4 in the Riverside General Plan FPEIR, the project site is located on Buchenau soil. Buchenau soil has moderate erosivity and moderately slow permeability, as well as moderate shrink-swell potential. Site topography is relatively flat, but the project is considered at high risk of liquefaction according to the Riverside General Plan 2025 Public Safety Element. However, the City of Riverside contains goals and policies to minimize the risk of liquefaction and ensure that impacts remain less than significant. The Geotechnical Engineering Report prepared for the project states that there are no steep slopes across the site; therefore, landslide hazards are negligible. Furthermore, on-site soils are expected to have low collapse and expansion potential. The March 2017 Geotechnical Engineering Report outlines considerations relating to expansive soils, and these engineering considerations will be incorporated into the project design. Impacts would be less than significant .				
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: <i>General Plan 2025 FPEIR Figure 5.6-4—Soils, Figure 5.6-5—Soils with High Shrink-Swell Potential, Table 5.6-B—Soil Types</i>)				
Less than significant impact. The land areas affected by the proposed project are generally not associated with expansive soils. According to Figure 5.6-4 in the Riverside General Plan FPEIR, the project site is located on Buchenau soil. Buchenau				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
soil has moderate erosivity and moderately slow permeability, as well as moderate shrink-swell potential. As identified in Figure 5.6-5 of the Riverside General Plan FPEIR, the lands affected by the proposed project are not located within an area containing soils with high shrink-swell potential. Therefore, impacts would be less than significant .				
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) 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: (Source: AQ/GHG Modeling prepared by FCS (Appendix A) and SCAQMD 2008 Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Document) Less than significant impact. The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA Greenhouse Gas Significance Threshold that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of greenhouse gas (GHG) emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach: <ul style="list-style-type: none"> • Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA. • Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions. • Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant: <ul style="list-style-type: none"> - All land use types: 3,000 MT CO₂e per year - Based on land use type: residential: 3,500 MT CO₂e per year; commercial: 1,400 MT CO₂e per year; or mixed use: 3,000 MT CO₂e per year • Tier 4 has the following options: <ul style="list-style-type: none"> - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined. - Option 2: Early implementation of applicable AB 32 Scoping Plan measures - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MT CO₂e/SP/year for projects and 6.6 MT CO₂e/SP/year for plans; - Option 3, 2035 target: 3.0 MT CO₂e/SP/year for projects and 4.1 MT CO₂e/SP/year for plans • Tier 5 involves mitigation offsets to achieve target significance threshold. <p>The SCAQMD's draft threshold uses the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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ppm, thus stabilizing global climate.

The project was evaluated using the SCAQMD Tier 3 Threshold. This establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate approach, also known as a brightline threshold. In Tier 3, a project's construction emissions are averaged over 30 years and are added to the project's operational emissions. Commercial projects with emissions that do not exceed SCAQMD Tier 3 screening threshold of 1,400 MT CO₂e per year are considered less than significant without further analysis. Commercial projects that exceed 1,400 MT CO₂e per year are required to perform additional analysis to demonstrate consistency with AB 32 targets using one of the Tier 4 options.

The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment. Although construction-related GHG emissions are temporary in nature, the total amount of emissions could have a substantial contribution to a project's total GHG emissions. SCAQMD recommends that construction-related GHG emissions be amortized over the life of the project, which is defined as 30 years, and added to annual operational emissions. Table 5 presents the project's total construction-related GHG emissions.

Table 5: Construction Greenhouse Gas Emissions

Construction Phase	Total MT CO₂e per year
Site Preparation	1.67
Grading	2.76
Building Construction	231.17

Table 5 (cont.): Construction Greenhouse Gas Emissions

Construction Phase	Total MT CO₂e per year
Paving	6.79
Architectural Coatings	1.52
Total	243.91
<i>Amortized over 30 years¹</i>	<i>8.13</i>
Notes: MT CO ₂ e = metric tons of carbon dioxide equivalent Due to rounding, total MTCO ₂ e may be marginally different from CalEEMod output. ¹ Pursuant to SCAQMD's guidance, total construction emissions re amortized over the 30-year life of the project. Source: CalEEMod Output (Appendix A).	

Operational GHG Emissions

Following buildout of the project, long-term operational emissions would be generated from area-, energy-, and mobile-source emissions. Table 6 presents the project's net annual operational emissions along with the amortized construction emissions. Pursuant to SCAQMD's guidance, the sum of these emissions should be compared with the applicable threshold of significance. As discussed above, the applicable threshold contained in the SCAQMD Draft Guidance Document—Interim CEQA Greenhouse Gas Significance Threshold is the Tier 3 bright-line threshold of 1,400 MT CO₂e per year for a commercial development project. Although this threshold has not been formally adopted by SCAQMD at the time of this analysis, it represents the only proposed and most applicable quantitative threshold from SCAQMD to evaluate the project.

Table 6: Operational Greenhouse Gas Emissions

Emissions Source	Emissions (MT CO₂e per year)
Area	<0.01

ISSUES (AND SUPPORTING INFORMATION SOURCES):		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact																		
	<table border="1"> <tr> <td>Energy</td> <td>64.34</td> </tr> <tr> <td>Mobile</td> <td>657.75</td> </tr> <tr> <td>Waste</td> <td>11.93</td> </tr> <tr> <td>Water</td> <td>7.78</td> </tr> <tr> <td>Amortized Construction</td> <td>8.13</td> </tr> <tr> <td>Total Project Emissions</td> <td>749.92</td> </tr> <tr> <td>SCAQMD Threshold</td> <td>1,400</td> </tr> <tr> <td>Significant?</td> <td>No</td> </tr> <tr> <td colspan="2"> Note: MT CO₂e = metric tons of carbon dioxide equivalent Unrounded results used to calculate totals. Source of emissions: CalEEMod Output (Appendix A). Source of thresholds: SCAQMD 2008. </td> </tr> </table>	Energy	64.34	Mobile	657.75	Waste	11.93	Water	7.78	Amortized Construction	8.13	Total Project Emissions	749.92	SCAQMD Threshold	1,400	Significant?	No	Note: MT CO ₂ e = metric tons of carbon dioxide equivalent Unrounded results used to calculate totals. Source of emissions: CalEEMod Output (Appendix A). Source of thresholds: SCAQMD 2008.					
Energy	64.34																						
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Note: MT CO ₂ e = metric tons of carbon dioxide equivalent Unrounded results used to calculate totals. Source of emissions: CalEEMod Output (Appendix A). Source of thresholds: SCAQMD 2008.																							
<p>As shown in Table 6, the project's annual operational plus amortized construction emissions would not exceed the SCAQMD threshold of 1,400 MT CO₂e per year for a commercial development project. Accordingly, the project's annual GHG emissions would not exceed the applicable threshold of significance and its long-term GHG emissions would not result in a significant impact to the environment. The impact would be less than significant.</p>																							
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"/>																		
<p>7b. Response: <i>(Source: AQ/GHG Modeling prepared by FirstCarbon Solutions (Appendix A), SCAQMD 2008 Draft Guidance Document-Interim CEQA Greenhouse Gas (GHG) Significance Document, General Plan 2025, Riverside Restorative Growthprint Climate Action Plan, and ARB's adopted AB 32 Scoping Plan)</i></p> <p>Less than significant impact. The SCAQMD supports State, Federal and international policies to reduce levels of ozone-depleting gases through its Global Warming Policy and rules and has established an interim GHG threshold. The project would comply with all mandatory measures that apply to the project, including the City's General Plan policies and state and regional measures identified in the Riverside Restorative Growthprint Climate Action Plan designed to reduce GHG emissions. The project would be subject to the latest Title 24 energy efficiency standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions. The project will comply with the California Green Building Standards Code, which includes requirements to increase recycling, reduce waste, reduce water use, increase bicycle use, and other measures that will reduce greenhouse gas emissions. Motor vehicle emissions associated with the project would be reduced through compliance with state regulations on fuel efficiency and fuel carbon content. The regulations include the Pavley fuel efficiency standards that require manufacturers to meet increasing stringent fuel mileage rates for vehicles sold in California and the Low Carbon Fuel Standard that requires reductions in the average carbon content of motor vehicle fuels. Emissions related to electricity consumption by the project would be reduced as the electric utility complies with the Renewable Portfolio Standard, which requires utilities to increase its mix of renewable energy sources to 33 percent by 2020. In addition, the project would comply with all SCAQMD applicable rules and regulations during construction of the proposed project. Furthermore, project-generated annual emissions would fall below the SCAQMD Tier 3 bright-line threshold of 1,400 MT CO₂e per year for commercial development (Table 6). Considering this information, the project would not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GHG; the impact would be less than significant.</p>																							
<p>8. HAZARDS & HAZARDOUS MATERIALS. Would the project:</p>																							

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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"/>
<p>8a. Response: <i>(Source: General Plan 2025 Public Safety Element, General Plan 2025 Final Programmatic Environmental Impact Report, Title 16 of the Riverside Municipal Code)</i></p> <p>Less than significant impact. The proposed project would involve a General Plan Amendment to amend the land use designation of a portion of the project site from MDR—Medium Density Residential to C—Commercial; a rezoning request to rezone a portion of the project site from R-1-7000—Single-Family Residential Zone to CR—Commercial Retail Zone; a Conditional Use Permit to permit the construction of the Automated Car Wash Facility; a Tentative Parcel Map (PM 37374) to subdivide the 2.97-acre site into two parcels; and a Design Review of project plans in order to develop a 6,208-square-foot carwash on a 1.32-acre site located on the northeast corner of California Avenue and Hole Avenue. Construction of the proposed carwash will potentially involve the transport, use, or disposal of hazardous materials in limited quantities such as fuels or solvents. Such activities would be short term and temporary, and therefore, would not considered to be routine. Once operational, the carwash would not use or store large quantities of hazardous materials. Through compliance with applicable local, state, and federal regulations, impacts with regard to the routine transport, use, or disposal of hazardous materials would be less than significant.</p>				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8b. Response: <i>(Source: General Plan 2025 Public Safety Element, General Plan 2025 Final Programmatic Environmental Impact Report, Title 16 of the Riverside Municipal Code)</i></p> <p>Less than significant impact. The proposed project would involve a General Plan Amendment to amend the land use designation of a portion of the project site from MDR—Medium Density Residential to C—Commercial; a rezoning request to rezone a portion of the project site from R-1-7000—Single-Family Residential Zone to CR—Commercial Retail Zone; a Conditional Use Permit to permit the construction of the Automated Car Wash Facility; a Tentative Parcel Map (PM 37374) to subdivide the 2.97-acre site into two parcels; and a Design Review of project plans in order to develop a 6,208-square-foot carwash on a 1.32-acre site located on the northeast corner of California Avenue and Hole Avenue. The project would be required to comply with all local, state, and federal safety codes and regulations that regulate the transportation, use, and storage of any hazardous materials during construction-related activities. As mentioned in impact question 8a, construction of the proposed project could potentially result in the use of hazardous materials. However, quantities of these materials would not be significant enough to pose a substantial risk to the public, or the environment. Once operational, the carwash would not use or store large quantities of hazardous materials. Compliance with existing regulations outlined in the City's General Plan and Municipal Code would minimize risks to less than significant. Therefore, impacts would be less than significant.</p>				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8c. Response: <i>(Source: General Plan 2025 Public Safety Element, General Plan 2025 Final Programmatic Environmental Impact Report, Google Earth)</i></p> <p>Less than significant impact. The closest school to the proposed project is Myra Linn Elementary School, located approximately 0.10 miles north of the project site. The proposed project does not involve any emission or handling of hazardous materials, substances, or waste. During the construction phase of the project, limited amounts of hazardous materials would be used, including standard construction materials (e.g., paints and solvents) and petroleum based products (e.g., vehicle fuel and degreasers). However, quantities of these materials would not be significant enough to pose a substantial risk to schools in the area. Based on the small quantities of hazardous materials to be used and transported on-site, no reasonably foreseeable upset or accident conditions involving release of hazardous materials into the environment are expected. The project would be required to comply with all federal, state, and local standards and regulations while handling,</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>storing, and disposing of these hazardous materials. Compliance with all federal, state, and local standards and regulations would ensure that project impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant. Once operational, the carwash would not use or store large quantities of hazardous materials. Thus, impacts would be less than significant.</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: EnviroStor, GeoTracker)</p> <p>No impact. The project site is not be located on a hazardous materials site as identified in the EnviroStor or GeoTracker databases. Therefore, no impacts would occur.</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 Public Safety Element Figure PS-6—Airport and Safety Zones and Influence Areas)</p> <p>No impact. The Riverside Airport is located approximately 2.5 miles northeast of the project site and the Flabob Airport is located approximately 6 miles north of the project site. According to Figure PS-6 of the City of Riverside General Plan 2025, the proposed project is not located within an airport land use compatibility zone or influence area. Therefore, no impacts would occur.</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>No impact. 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 impacts directly, indirectly or cumulatively.</p>				
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8g. Response: (Source: General Plan 2025 Public Safety Element)</p> <p>Less than significant impact. The City is required by state and federal regulation to have a response and recovery plan. This plan covers everything from earthquakes and plane crashes to fires and flooding. This plan is maintained by the Emergency Manager and is continuously updated. A major update of the plan is done every five years. The newly revised plan is available to view at Riverside Public Library, Reference Section. Development of the proposed project is not anticipated to interfere with an adopted emergency response plan. The land areas affected by the proposed project are currently developed and/or disturbed. Adequate emergency access is currently provided to all project areas, and implementation of the proposed project would not interfere with the provision of such access. Therefore, the project will result in less than significant impacts with regard to inadequate emergency access.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
8h. Response: (Source: General Plan 2025 Figure PS-7—Fire Hazard Areas) Less than significant impact. According to Figure PS-7 in the Riverside General Plan 2025 Public Safety Element, the proposed project area is not located within a Moderate to Very High fire hazard area. The closest area of Very High fire hazard rated area is located approximately 2 miles west of the project site. Therefore, the proposed project would result in less than significant impacts with regard to exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.				
9. HYDROLOGY AND WATER QUALITY.				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9a. Response: (Source: Project Water Quality Management Plan) Less than significant impact. The project site is undeveloped. According to the Water Quality Management Plan (WQMP) prepared for this project (Appendix D), upon construction of the carwash station, canopies, and associated parking stalls, the impermeable area of the project site will increase by approximately 36,343 square feet (0.83 acre). The site will also include impervious areas required for vehicular and pedestrian access, impervious parking stalls, interspersed landscaping, and a bio-retention basin. Urban runoff is currently, and will continue to be conveyed by local drainage facilities developed throughout the City to regional drainage facilities, and then ultimately to the receiving waters. To address potential water contaminants, the project is required to comply with applicable federal, state, and local water quality regulations. During the construction phase, a final approved WQMP will be required for the project, as well as coverage under the State's General Permit for Construction Activities, administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. Given compliance with all applicable local, state, and federal laws regulating surface water quality and the fact that the project will not result in a net increase of surface water runoff, the proposed project as designed is anticipated to result in a less than significant impact directly, indirectly or cumulatively to any water quality standards or waste discharge.				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
9b. Response: (Source: General Plan 2025 Table PF-1—RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2—RPU Projected Water Demand, RPU Map of Water Supply Basins, RPU Urban Water Management Plan, Arlington Basin Groundwater Management Plan) Less than significant impact. 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 less than significant impacts to groundwater supplies and recharge either directly, indirectly or cumulatively.				
c. Substantially alter the existing drainage pattern of the site or	<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
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?				
9c. Response: (Source: Quick N Clean Project WQMP)				
<p>Less than significant impact. The proposed Project requires grading of the project site which would affect the drainage patterns of the site. However, the site's drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff. Drainage patterns would remain similar to existing conditions.</p> <p>Furthermore, 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. Further, existing drainage patterns on the project site, which has been designed with minimal grading, flows from east to west; proposed drainage patterns after construction of the project mimic the pre-development conditions. 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. Proposed on-site low impact development (LID) principles include the implementation of BMPs including landscaping and an infiltration basin. The Project-Specific Preliminary Water Quality Management Plan (PWQMP) (See Appendix F) identifies proposed drainage management areas and the effectiveness of proposed BMPs.</p> <p>According to the PWQMP, the design capture volume required to capture on-site runoff is 1,747 cubic feet, for a design storm depth of 0.62 inch. The proposed bio-retention basin will capture approximately 2,287 cubic feet of runoff. According to the WQMP, proposed LID BMPs fully address all drainage management areas and no alternative compliance measures are required for the proposed project. The design of the proposed project will not substantially alter drainage patterns in the area to the extent that substantial on- or off-site erosion or siltation will occur. Therefore, a less than significant impact would occur.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
9d. Response: (Source: Preliminary grading plan, and Project Specific—Water Quality Management Plan)				
<p>Less than significant impact. The project site is not located within a flood plain. The site currently slopes toward the southwest corner near the intersection of California Avenue and Hole Avenue.. The existing drainage pattern of the project site will be slightly altered but will be similar to existing conditions. The proposed site will drain stormwater overland to a bio-retention basin near the southern limit of the property along Hole Avenue. Stormwater will be discharged into an existing storm main within Hole Avenue. The runoff from the project in a developed condition has been studied and is required to be attenuated on-site. Therefore, there will be a less than significant impact directly, indirectly or cumulatively to the rate or amount of surface runoff, and the project will not 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"/>
9e. Response: (Source: Preliminary Grading Plan and Project Specific—Water Quality Management Plan)				
<p>Less than significant impact. The installation of storm water drainage facilities will not be required for the project, as adequate facilities already exist. 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 impacts will be less than significant.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9f. Response: (Source: Project Specific—Water Quality Management Plan) <p>Less than significant impact. The project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP). As stated in the General Permit, best management practices (BMPs) will be implemented during and after construction to reduce/eliminate adverse water quality impacts resulting from development. Furthermore, the City of Riverside will ensure 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 project will increase the amount of impervious surface area in the City by 0.83 acre. This impervious area includes paved parking areas, roadways, paved carwash areas, and building rooftops; all sources of runoff that may carry pollutants and therefore have the potential to degrade water quality. This project is required to prepare preliminary BMP's to be reviewed and approved by the City Department of Public Works. Final BMP's will be required prior to grading permit issuance. The purpose of this requirement is to ensure 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"/>
9g. Response: (Source: General Plan 2025 Figure PS-4—Flood Hazard Areas, and FEMA Flood Hazard Maps) <p>No impact. 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 impacts caused by this project directly, indirectly or cumulatively, as it will not place housing within a 100-year flood hazard area.</p>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9h. Response: (Source: General Plan 2025 Figure PS-4—Flood Hazard Areas, and FEMA Flood Hazard Maps) <p>No impact. 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 impacts will occur directly, indirectly or cumulatively.</p>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9i. Response: (Source: General Plan 2025 Figure PS-4—Flood Hazard Areas, and FEMA Flood Hazard Maps) <p>No impact. 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 impacts directly, indirectly or cumulatively will occur.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9j. Response: (Source: GP Open Space Element Figure OS-6, Figure OS-4) No impact. Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis will occur directly, indirectly or cumulatively. Additionally, the proposed project site and its surroundings have generally flat topography and is within an urbanized area not within proximity to Lake Mathews, Lake Evans, the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain Area or any of the 9 arroyos which transverse the City and its sphere of influence. Therefore, no impacts potential for seiche or mudflow exists either directly, indirectly or cumulatively.				
10. LAND USE AND PLANNING:				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10a. Response: (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan) No impact. The proposed project has been designed to be consistent with, and 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. The project site is currently zoned Single-Family Residential and would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone. The proposed project, located on the southern portion of the project site, abuts commercial structures. No development is currently proposed for the northern portion of the project site that abuts single-family residential structures. The addition of the proposed project would provide commercial uses to community as well as enhance the current site by making use of a vacant lot. The proposed project involves the construction of a vehicle wash facility and will be consistent with nearby existing uses. The General Plan Amendment, Rezone and implementation of the project does not propose any project features that would physically divide an established community. Thus, no impacts will result from this project.				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>10b. Response: <i>(Source: General Plan 2025, General Plan 2025 Figure LU-10—Land Use Policy Map, Table LU-5—Zoning/General Plan Consistency Matrix, Title 19—Zoning Code, Title 18—Subdivision Code, Title 7—Noise Code, Title 17—Grading Code, Title 16—Buildings and Construction and Citywide Design and Sign Guidelines)</i></p> <p>Less than significant impact. The proposed project involves the construction of a vehicle wash facility. The project site is currently designated as MDR—Medium Density Residential under the City’s Land Use map. A General Plan Amendment will be required to amend the southern portion of the site from MDR—Medium Density Residential to C—Commercial. The Land Use section of the General Plan describes the Commercial designation for “retail, sales, service and office uses that serve multiple neighborhoods in the City.” Amending the General Plan would provide the proper designation for the vehicle wash facility.</p> <p>In addition, the project would necessitate a rezoning request to rezone a portion of the project site from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone. Chapter 19.110 of the City’s Municipal Code describes a Commercial Retail Zone as “a broad range of indoor oriented retail sales and service.” The proposed project is a vehicle wash facility and rezoning the portion of the site the project would be developed on would be a more accurate zoning for the nature of the project.</p> <p>In addition, the proposed project would need a Conditional Use Permit to permit the construction of the car wash facility, Tentative Parcel Map (PM 37374) to subdivide the 2.97-acre site into two parcels, and Design Review of the project plans.</p> <p>When a project entails amendments to the applicable general plan or zoning designations, inconsistency with the existing designations is an element of the project itself, which then necessitates a legislative policy decision by the agency and does not signify a potential environmental effect. As such, approval of the General Plan Amendment and Zone Change would serve as self-mitigating aspects of the project that would correct any existing conflicts, and will ensure that the project is consistent with the City’s General Plan and Zoning Ordinance. The project will be subject to all review and approval procedures specified in the City’s Municipal and Zoning codes. Upon approval of the General Plan Amendment, Rezoning, Conditional Use Permit, Tentative Map Parcel and Design Review, the project would be consistent with the applicable land use plan, policy, and regulations of the City of Riverside, and the proposed project’s impacts related to land use consistency would be less than significant.</p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10c. Response: <i>(Source: General Plan 2025, General Plan 2025—Figure LU-10—Land Use Policy Map, General Plan 2025—Figure OS—6—SKR Core Reserves and Other Habitat Conservation Plans (HCP), General Plan 2025—Figure OS—7—MSHCP Cores and Linkages, Western Riverside County Regional Conservation Authority Multiple Species Habitat Conservation Plan)</i></p> <p>Less than significant impact. The project site is located within an urban area, however, the site still possesses the possibility of being a habitat for native species. The project site is within the geographic range of the burrowing owl (BUOW) and described within the Biological Resources Evaluation (Appendix B) and Section 4: Biological Resources of this document. The BUOW habitat is open, flat ground or low rolling hills with sparse vegetation and land available for burrowing. No burrowing owls were discovered on the site during the site assessment. In addition, the project site is located within the Stephens’ Kangaroo Rat Habitat Conservation Plan (SKRHCP) and the SKR (Stephens’ Kangaroo Rat) mitigation fee assessment area in Western Riverside County. SKR was not observed during the field study and the project site does not provide adequate habitat and resources to support the SKR. The project shall comply with the SKRHCP, associated Implementing Agreement, and Section 16.40.040 of the Riverside City Municipal Code by the payment of the applicable SKR Preservation Fee as a condition for City’s issuance of a grading permit or a building permit.</p> <p>The Western Riverside County Regional Conservation Authority’s (WRCRCA) Multiple Species Habitat Conservation Plan (MSHCP) covers 1.26 million acres and protects 146 native species of plants, birds, and animals, and preserves a half-million acres of their habitats within Riverside County. The project site is also not located within the MSHCP. The project would result in a less than significant impact on a habitat conservation plan or a natural community conservation plan; therefore, no mitigation measures are necessary.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11a. Response: (Source: General Plan 2025—OS-1—Mineral Resources) No impact. The proposed project would not involve the extraction of mineral resources. No mineral resources have been identified on any lands affected by the project, and none of the sites have been historically utilized for purposes of mineral extraction. According to the Riverside General Plan Open Space Element (Figure OS-1), the project is not located on land that could potentially contain mineral resources. Therefore, the project would not result in the loss of a mineral resource that would be of value to the region and the residents of the state. As such, no impacts would occur.				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11b. Response: (Source: General Plan 2025 Figure—OS-1—Mineral Resources) No impact. The lands affected by the proposed project are not identified, or within the vicinity of a locally known important resource recovery site as identified in the City General Plan 2025. The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or land use plan. Therefore, no impacts would occur on any locally important mineral resource recovery site.				
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12a. Response: (Source: Acoustical Analysis conducted by MJV Acoustics, Inc.; Municipal Code Title 7—Noise Code) Less than significant impact. A significant impact would occur if implementation of the project would result in noise levels in excess of established standards. Potential impacts associated with short-term construction and long-term stationary noise sources in the vicinity of the project site are discussed below. Construction Noise Section 7.35.020.G, Exemptions, of the City’s Noise Ordinance, states that “Noise sources associated with construction, repair, remodeling, or grading of any real property; provided a permit has been obtained from the City as required; and provided said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or at any time on Sunday or a federal holiday” are exempt from the noise level limits of the Municipal Code. On August 18, 2016, Ordinance 7341 was adopted by the Riverside City Council, amending the Noise Ordinance to exempt construction noise between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays from the standards of the Noise Ordinance. Operation Impact The proposed project would result in the development of a carwash facility, operational between the hours of 7:00 a.m. – 7:00 p.m.. Existing retail and commercial uses are located east of, and adjacent to the project site. Existing residential land uses are located north, east and south of the project site. Existing noise levels within the project vicinity are dominated by vehicle traffic noise associated with roadways adjacent to the project site (Hole Avenue and California Avenue).				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact					
<p>WJVA staff conducted background (ambient) noise level measurements for a continuous 24-hour period on May 16, 2017 using an automated sound level meter. The ambient noise monitoring site was located at the exterior of the closest residential land use (multi-family residential River Glen apartment complex) located approximately 250 feet from the location of the proposed carwash exit tunnel. While the existing residential land uses located along Mobley Avenue are located approximately 10 feet closer to the proposed tunnel entrance than the multi-family units along Hole Avenue are to the proposed car wash tunnel exit, the ambient noise monitoring site was selected because noise levels associated with the car wash tunnel are louder at the exit end of the tunnel than the entrance end of the tunnel. Therefore, the multi-family units located near the ambient noise monitoring site have the highest potential to be impacted by project-related noise levels. Additionally, the selected ambient noise monitoring site provided a secure place to leave the noise monitoring equipment over the 24-hour noise monitoring period.</p> <p>The ambient noise levels measured during the monitoring interval exceeded the City's applicable standards for all 24 hours at the closest residential land uses to the proposed project site. The City of Riverside Noise Ordinance has established an hourly L_{50} standard of 55 dB, during the hours of 7:00 a.m. to 10:00 p.m. The Noise Ordinance states that the standards to be increased upward, in five (5) dB increments, to encompass the ambient noise level if existing ambient noise levels (without the project) already exceed the City's applicable noise level standards. Existing ambient (without project) 24-hour average noise levels were measured to be 65.3 dB L_{dn} during the monitoring period, with measured hourly noise levels ranging from 47.9 dB to 68 dB L_{50}.</p> <p>During hours of peak operation, the closest residential land uses south of the proposed tunnel exit (and dryer blower system) would be exposed to noise levels of approximately 66 dB L_{50} while residential land uses located north and east of the project would be exposed to noise levels of approximately 57 dB L_{50}. Existing ambient noise levels (as defined by the L_{50} statistical metric) during the quietest hour of the proposed hours of operation were measured to be 65.3 dB, between 11:00 a.m. and 12:00 p.m. and 7:00 p.m. and 8:00 p.m. Per the City's Noise Ordinance, unless a variance has been granted, it shall be unlawful for any person to cause or allow the creation of any noise which exceeds the following:</p> <ol style="list-style-type: none"> 1. The exterior noise standard of the applicable land use category, up to five decibels, for a cumulative period of more than 30 minutes in any hour; or 2. The exterior noise standard of the applicable land use category, plus five decibels, for a cumulative period of more than 15 minutes in any hour; or 3. The exterior noise standard of the applicable land use category, plus ten decibels, for a cumulative period of more than five minutes in any hour; or 4. The exterior noise standard of the applicable land use category, plus 15 decibels, for the cumulative period of more than one minute in any hour; or 5. The exterior noise standard for the applicable land use category, plus 20 decibels or the maximum measured ambient noise level, for any period of time. <p>Furthermore, if the measured ambient noise level exceeds that permissible within any of the first four noise limit categories, the allowable noise exposure standard shall be increased in five decibel increments in each category as appropriate to encompass the ambient noise level. As stated above, the existing ambient noise is 65.3 dB, which exceeds the exterior noise standard of 55 dB by 10.3 dB. Per the City's Noise Ordinance the allowable noise standard of 55 dB shall be increased to encompass the ambient noise level of 65.3 dB. Therefore, the project with an operational noise level of 66 dBA will not exceed the allowable noise standard at the closest residential land uses (noise-sensitive receivers). Additionally, noise levels associated with the vacuum kiosk would not be audible over existing ambient noise levels at the closest existing residential land uses. A summary of the operational noise levels compared with the City's standard is shown in Table 7.</p>									
<p style="text-align: center;">Table 7: Operational Noise Impacts Summary</p> <table> <tr> <th data-bbox="190 1892 743 1963">Nearest Receptors</th><th data-bbox="743 1892 922 1963">Operational Noise Level</th><th data-bbox="922 1892 1141 1963">Existing Ambient Noise Level</th><th data-bbox="1141 1892 1279 1963">City Standard</th><th data-bbox="1279 1892 1432 1963">Exceed Standard?</th></tr> </table>					Nearest Receptors	Operational Noise Level	Existing Ambient Noise Level	City Standard	Exceed Standard?
Nearest Receptors	Operational Noise Level	Existing Ambient Noise Level	City Standard	Exceed Standard?					

ISSUES (AND SUPPORTING INFORMATION SOURCES):		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact										
	<table border="1"> <thead> <tr> <th></th> <th>dBA, L50</th> <th>dBA, L50</th> <th>dBA, L50</th> <th>(Yes/No)</th> </tr> </thead> <tbody> <tr> <td>Multi-family residential—on Hole Avenue</td> <td>66</td> <td>65.3</td> <td>65.3</td> <td>No</td> </tr> </tbody> </table> <p>Source: WJV Acoustics, Inc., 2018. Compiled by FCS, 2018.</p>		dBA, L50	dBA, L50	dBA, L50	(Yes/No)	Multi-family residential—on Hole Avenue	66	65.3	65.3	No				
	dBA, L50	dBA, L50	dBA, L50	(Yes/No)											
Multi-family residential—on Hole Avenue	66	65.3	65.3	No											
<p>The proposed project will comply with City of Riverside exterior noise level requirements, therefore, impacts will be less than significant.</p>															
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>										
<p>12b. Response: (Source: General Plan Figure N-1—2003 Roadway Noise, Figure N-2—2003 Freeway Noise, Figure N-3—2003 Railway Noise, Figure N-5—2025 Roadway Noise, Figure N-6—2025 Freeway Noise, Figure N-7—2025 Railroad Noise, Figure N-8—Riverside and Flabob Airport Noise Contours, Figure N-9—March ARB Noise Contours, FPEIR Table 5.11-G—Vibration Source Levels For Construction Equipment, Appendix G—Noise Existing Conditions Report)</p> <p>Less than significant impact. Construction-related activities, although short term, are the most common source of groundborne noise and vibration that could affect occupants of neighboring uses. Of the variety of equipment that could be used during construction, the small vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment. The closest off-site sensitive receptor is located approximately 240 feet from the project footprint. At this distance, groundborne vibration levels would attenuate to below 0.003 in/sec PPV. This is well below the industry standard vibration damage criterion of 0.2 in/sec PPV for non-engineered timber and masonry buildings (the type of structure of this closest receptor). Therefore, groundborne vibration impacts would be less than significant and no mitigation would be required.</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: Acoustical Analysis conducted by MJV Acoustics, Inc.)</p> <p>Less than significant impact. Audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. In general, a doubling of sound sources with equal strength is required to result in a 3 dBA increase in noise level. A change of 5 dBA is the minimum change considered readily perceptible to the human ear in outdoor environments. Therefore, for purposes of this analysis, an increase of 5 dBA or greater would be considered a substantial permanent increase in ambient noise levels.</p> <p>As shown in Table 7, above, project operational noise levels would exceed existing hourly ambient noise levels by 0.7 dBA at the closest residential receptors south of the project site. This level of increase would not be considered perceptible to the human ear in an outdoor environment, and would be well below the level of increase that would be considered substantial (5 dBA or greater). Therefore, the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Mitigation is not required and the impact would be less than significant.</p>															
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>										
<p>12d. Response: (Source: FPEIR Table 5.11-J—Construction Equipment Noise Levels, Appendix G—Noise Existing Conditions)</p> <p>Less than significant impact. As shown in Table 7, above, project operational noise levels would exceed the measured</p>															

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>quietest hour (during the proposed hours of operation) by 0.7 dBA at the closest residential receptors south of the project site. This level of increase would not be considered perceptible to the human ear in an outdoor environment. Therefore, the project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Mitigation is not required and the impact of operational noise levels would be less than significant.</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 expose people residing or working in the project area to excessive noise levels?</p>	<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)</p> <p>No impact. The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is the Riverside Airport, located approximately 2.5 miles north of the project site. According to the General Plan 2025, the project site is not located within the Riverside and Flabob airport noise contours. Therefore, the proposed project will have no impacts regarding exposing people residing or working in the project area to excessive noise levels.</p>				
<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?</p>	<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>No impact. According to 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. No impact would occur.</p>				
<p>13. POPULATION AND HOUSING. Would the project:</p>				
<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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>13a. Response: (Source: General Plan 2025 Land Use and Urban Design Element)</p> <p>Less than significant impact. The project involves the construction of a vehicle wash facility. The project is located in an urbanized area and does not propose new homes or the addition of new roads or infrastructure that would create substantial population growth. Project implementation requires a General Plan Amendment that would change the land use designation from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single-Family Residential Zone to CR—Commercial Retail Zone.</p> <p>The City of Riverside is anticipated to continue increasing in population. According to the General Plan 2025 EIR, the City of Riverside will have a projected population of 383,077 at the ultimate buildout of the City. Of that total, the General Plan 2025 projects a population of 346,867 within current incorporated boundaries of Riverside and 36,209 residents within the City's sphere of influence. As the project does not propose any development that would induce population growth in the area, the project would not contribute to or exceed the projected population numbers. As such, impacts related to population</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
growth would be less than significant .				
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: General Plan 2025) No impact. The project will not displace any people or necessitate the construction of replacement housing elsewhere. The project site is located on a vacant lot in a residential area that has no existing housing or residents who will be removed or affected by the project. As such, no impacts would occur.				
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: General Plan 2025) No impact. The project will not displace any people or necessitate the construction of replacement housing elsewhere. The project site is located on a vacant lot in a residential area that has no existing housing or residents who will be removed or affected by the project. As such, no impacts would occur.				
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: City of Riverside General Plan Environmental Impact Report Table 5.13-B—Fire Station Locations) Less than significant impact. The project area is currently serviced by the Riverside County Fire Department. The closest Fire Station to the project site is Station 12, located approximately 1.2 miles southeast at 10692 Indiana Avenue which would serve this project. The project involves the development of a 6,208-square-foot carwash on a 2.97-acre site. The project would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone. Although commercial development may increase the need for fire protection compared with the existing vacant lot, the demand for fire protection would be less than for a residential development, as the project would not generate new housing or habitable structures. 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 directly, indirectly, or cumulatively.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>14b. Response: <i>(Source: City of Riverside General Plan Public Safety Element)</i></p> <p>Less than significant impact. The City of Riverside Police Department currently provides police protection service for the proposed project area. According to the General Plan Public Safety Element, the City's West Policing Center serves the project site. The project would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone. Although commercial development may increase the need for police protection compared with the existing vacant lot, the demand for police protection would be less than a residential development, as the project would not generate new housing that could result in additional population that would substantially increase the demand for fire protection. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, there would be less than significant impacts on the demand for additional fire facilities or services either directly, indirectly or cumulatively.</p>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14c. Response: <i>(Source: City of Riverside General Plan Environmental Impact Report Figure 5.13-2—RUSD Boundaries)</i></p> <p>No impact. The closest school to the proposed project is Myra Linn Elementary School, located approximately 0.10 mile north of the project site. The project would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone. The project would not generate additional housing, relative to the project site's existing land use designation and zoning, which could potentially generate new residents and students in the area. As such, there would be no impacts to schools. In addition, the project would be required to pay the City of Riverside school development fee prior to the issuance of building permits pursuant to Riverside Municipal Code 16.05.030. Pursuant to California Government Section 65996, new development is required to pay applicable impact fees to ensure that adequate school and related facilities will be available, which is the exclusive method of mitigation for impacts associated with increased student enrollment. As such, no impacts would occur.</p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14d. Response: <i>(Source: City of Riverside General Plan 2025 Figure PR-1—Parks, Open Spaces and Trails, Table PR-4—Park and Recreation Facilities)</i></p> <p>No impact. The proposed project involves the development of a 6,208-square-foot carwash on a 2.97-acre site. The project would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone. The project would not generate new housing relative to the project site's existing land use designation and zoning, which could result in additional population that would substantially increase the demand for public recreational services within the City. Notwithstanding, the project would be required to pay the City of Riverside park development fee and regional/reserve park fee at the time building permits are issued pursuant to Riverside Municipal Code 16.06.04 and 16.44.040. The project would not adversely affect the use of public parks within the area. As such, no impacts would occur.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14e. Response: <i>(Source: City of Riverside General Plan 2025)</i></p> <p>No impact. The proposed project intends to develop a 6,208-square-foot carwash on a 2.97-acre site. The project would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone. No residential housing or other land uses are proposed that would result in impacts to other public facilities, due to increased population or demand. Therefore, the project will result in a reduction in potential future demand on public facilities, as there would be no impact on the demand for additional public facilities as a result of project development.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>15a. Response: (Source: N/A)</p> <p>No impact. The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would not occur or be accelerated. As the project is non-residential in nature, the project will have no impact because it will not increase the use of existing neighborhood and regional parks or other recreational facilities. Additionally, the City enforces park development fees to offset any impacts on recreational facilities due to new construction. According to the Riverside Park Development Fee Information Sheet, the City of Riverside has four types of Park Development Fees, including the Regional/Reserve Fee, Local Fee—which includes the Aquatic Facility Fee—and the Trail Fee. Generally, the fees are imposed on all new development, since new development in the City generates a need for added facilities and an increased demand on existing facilities. The fees are necessary to provide funding for new facilities or improvements to existing facilities meeting established standards for such new development. The project will pay applicable fees at the time of building permit issuance. As such, no impacts would occur.</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: (Source: N/A)</p> <p>No impact. The project is commercial in nature and will not include any new recreational facilities or require the construction or expansion of recreational facilities. As such, no impacts would occur.</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: City of Riverside Traffic Impact Analysis Preparation Guide, ITE Trip Generation Manual 9th Edition)</p> <p>Less than significant impact. According to the City of Riverside Traffic Impact Analysis Preparation Guide, any developments which can demonstrate, based on the Trip Generation Manual Published by the Institute of Traffic Engineers (ITE) or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours do not need to prepare a traffic study. The ITE Land Use Code 248 for Automated Carwash does not include rates for the AM peak hour. However, as shown in Table 8 below, utilizing this trip generation rate for Automated Carwash, the project is anticipated to generate 88 trips in the PM peak hour, which is below the 100 trips threshold to necessitate a traffic study.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 8: Trip Generation Summary

Land Use	ITE Code	Units	AM Peak Hour			PM Peak hour			Daily
			In	Out	Total	In	Out	Total	
Automated Carwash	948	TSF	N/A	N/A	N/A	7.06	7.06	14.12	N/A
Land Use	Quantity	Units	AM Peak Hour			PM Peak hour			Daily
			In	Out	Total	In	Out	Total	
Quick N Clean Project	6.208	TSF	—	—	—	44	44	88	—

The Riverside Transit Authority (RTA) currently serves the project area with Route 10 providing service along Hole Avenue. Additionally, there is an existing Class II Bike Lane along California Avenue within the vicinity of the project. There are sidewalks along Hole Avenue, California Avenue, and Mobley Avenue within the project site. The intersection of California Avenue and Hole Avenue is currently constructed with pedestrian crosswalks on all four legs of the intersection. The intersection of California Avenue and Mobley Avenue is currently constructed with school crosswalks along the north, east, and west legs of the intersection. The project does not propose to alter any transit routes, bike lanes, or pedestrian facilities. As such, the project does not conflict with an applicable plan, ordinance, or policy related to the circulation system, therefore there would be **less than significant** impacts directly, indirectly or cumulatively. Please refer to the discussion in Impact 16f) for a discussion of pedestrian and bicycle paths, and mass transit.

b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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16b. Response: (Source: 2011 Riverside County Congestion Management Program)

No impact. According to the Riverside County Congestion Management Program (CMP), the project site does not include, and is not located along a state highway or principal arterial within Riverside's CMP. As such, the project would have **no impacts** with an applicable congestion management program.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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16c. Response: (Source: General Plan 2025 Public Safety Element Figure PS-6—Airport and Safety Zones and Influence Areas)

No impact. The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is the Riverside Municipal Airport, located approximately 2.5 miles north of the project site. According to the General Plan 2025, the project site is not located within the Riverside and Flabob airport noise contours. As such, the project would **no impacts** resulting in a change air traffic patterns and would not result in any substantial safety risks.

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"/>
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16d. Response: (Source: Project Site Plans)

Less than significant impact. The project site is located in a built-up area surrounded by residential development to the north, south, and west, and a commercial development abuts the project to the east. The project would subdivide one parcel into two parcels, and develop a carwash on the southern parcel. There are currently no development plans for the northern parcel. Access to the project would be provided via a future driveway along Hole Avenue. Site improvements would comply

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
with all development standards. As such, impacts would be less than significant .				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16e. Response: <i>(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</i></p> <p>Less than significant impact. Emergency vehicle access to the project site will be provided from a single 30-foot-wide driveway on Hole Avenue. All driveways will allow full access to emergency vehicles. Sufficient space and turning radius for fire trucks will be provided on the project site around the proposed buildings.</p> <p>The proposed project will be constructed pursuant to the 2016 California Fire Code as adopted and amended by the City of Riverside. As part of the plan review process, the City will require the developer to submit a Traffic Management Plan that will provide appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to these measures will reduce potential impacts related to emergency access to less than significant levels.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16f. Response: <i>(Source: General Plan 2025 Circulation and Community Mobility and Education Element, Master Plan of Trails and Bikeways)</i></p> <p>Less than significant impact. The Riverside Transit Authority (RTA) currently serves the project area with Route 10 providing service along Hole Avenue. There is an existing bus stop east of the Project driveway which will not require relocation with project implementation. Additionally, there is an existing Class II Bike Lane along California Avenue within the vicinity of the project. There are sidewalks along Hole Avenue, California Avenue, and Mobley Avenue within the project site. The intersection of California Avenue and Hole Avenue is currently constructed with pedestrian crosswalks on all four legs of the intersection. The intersection of California Avenue and Mobley Avenue is currently constructed with school crosswalks along the north, east, and west legs of the intersection. The project does not propose to alter any transit routes, bike lanes, or pedestrian facilities. As such, impacts would be less than significant.</p>				
<p>17. TRIBAL CULTURAL RESOURCES.</p>				
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17a. Response: <i>(Source: Cultural Resources Assessment Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017.)</i></p> <p>Less than significant impact. The records search conducted at the EIC indicates that the project area has been surveyed and was found negative for cultural resources on or immediately adjacent to the project area. The NAHC Sacred Lands File search was also negative.</p> <p>Chapter 532, Statutes of 2014 (i.e., AB 52), requires Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.”</p> <p>Per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. In September 2017, the City of Riverside sent the required AB 52 notices to the relevant tribes as required through certified mail. All of the notices were delivered appropriately with receipts returned to the City. Following delivery of the notices, the Rincon and Soboba Tribes responded and requested consultation. Consultation has subsequently been closed with all interested tribes. No tribal cultural resources have been specifically identified by any of the Tribes.</p> <p>As a result of AB 52 consultation with the interested tribes, the following standard conditions of approval will be applied to this project:</p> <ol style="list-style-type: none"> 1. Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact consulting tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, developer/applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the developer/applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the project site if the site design and/or proposed grades should be revised. 2. At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place, the developer/applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. <ol style="list-style-type: none"> a. The project archaeologist, in consultation with consulting tribes, the Developer, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include: <ol style="list-style-type: none"> i. Project grading and development scheduling; ii. The development of a rotating or simultaneous schedule in coordination with the developer/applicant and the project archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors’ authority to stop and redirect grading activities in coordination with all project archaeologists; iii. The protocols and stipulations that the Applicant, tribes, and project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation; iv. Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the project site; and v. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure MM-CUL-4. 3. In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries: <ol style="list-style-type: none"> a. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and b. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one 				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same:</p> <ul style="list-style-type: none"> i. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; iii. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and iv. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center, and consulting tribes. <p>4. The Secretary of Interior Standards County certified archaeologist and Native American monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.</p> <p>As such, impacts to listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources would be less than significant.</p>				
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17b. Response: (Source: Cultural Resources Assessment Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017.)</p> <p>Less than significant impact. Please see the response to 17a., above. No Tribal Cultural Resources or known eligible or listed archaeological resources have been identified on the project site. Impacts to unknown resources would be less than significant with the implementation the standard conditions approval (as identified above).</p>				
<p>18. UTILITIES AND SYSTEM SERVICES.</p> <p>Would the project:</p>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<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>18a. Response: <i>(Source: General Plan 2025 Figure PF-2—Sewer Facilities Map, FPEIR Figure 5.16-5—Sewer Service Areas, Table 5.16-K—Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.8-1—Watersheds, Wastewater Integrated Master Plan and Certified EIR)</i></p> <p>Less than significant impact. The project is within the boundaries of the Santa Ana Regional Water Quality Control Board (RWQCB) and subject to the Riverside County Drainage Area Management Plan. The proposed project will connect to existing wastewater collection and conveyance facilities owned and operated by the City via sewer laterals from the project site, and wastewater from the project site and vicinity will be transported to the Riverside Regional Water Quality Control Plant. If an existing sewer lateral will be utilized, video inspection prior to connection will be required in accordance with the City’s Municipal Separate Sewer Permit (MS4) as part of the City’s Development Review Process through the Public Works Department.</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>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18b. Response: <i>(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.)</i></p> <p>Less than significant impact. The project will not result in the construction of new or expanded water or wastewater treatment facilities. The project site is served by Riverside Public Utilities. Implementation of the project would require a General Plan Amendment from MDR—Medium Density Residential to C-Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone in order to construct the car wash facility. However, 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). In addition, it is stated in the FPEIR that the City is proposing to upgrade the Riverside Regional Water Quality Control Plant to serve the needs of the areas served within the City of Riverside’s sewer area over the 20-year build-out period of the City, as expected to build out under the Typical scenario. Therefore, the project will have a less than significant impact resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18c. Response: <i>(Source: FPEIR Figure 5.16-2—Drainage Facilities)</i></p> <p>Less than significant impact. The project site is currently undeveloped with no impervious surfaces; the proposed project will increase the area of impervious surface to 0.83 acres. The proposed increased in impervious surface area will generate increased storm water flows with potential to impact drainage 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</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>fund that is maintained by Riverside County Flood Control and Water Conservation District. This section also complies with the California Government Code (Section 66483), which provides for the payment of fees for construction of drainage facilities. Fees are required to be paid as part of the conditions of approval/waiver for filing of a final map or parcel map.</p> <p>General Plan 2025 Policies PF 4.1 and PF 4.3 require the City to continue to routinely monitor its storm drain system and to fund and improve those systems as identified in the City’s Capital Improvement Plan. Implementation of these policies will ensure that the City is adequately served by drainage systems. The General Plan 2025 also includes policies and programs that will minimize the environmental effects of the development of such facilities. Therefore, the project will have a less than significant on existing storm water drainage facilities that would not require the expansion of existing facilities directly, indirectly or cumulatively.</p>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18d. 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)</p> <p>Less than significant impact. Implementation of the project would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone in order to construct the car wash facility. However, the project would not exceed expected water supplies. As discussed in Impact 18b), the project is consistent with the General Plan 2025 Typical Growth Scenario where future water supplies were determined to be adequate (see Tables 5.16-E, 5.16-F, 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 a less than significant impact on water supplies.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18e. 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)</p> <p>Less than significant impact. Implementation of the project would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail zone in order to construct the car wash facility. However, the project will not exceed wastewater treatment requirements of the RWQCB (Regional Water Quality Control Board). As discussed in Impact 18b), 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, the Proposed Project would have a less than significant impact on wastewater treatment capacity.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18f. 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>Less than significant impact. Implementation of the project would require a General Plan Amendment from MDR—Medium Density Residential to C—Commercial and rezoning from R-1-7000—Single Family Residential Zone to CR—Commercial Retail Zone in order to construct the car wash facility. However, as discussed in Impact 18b), 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</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.16-A and 5.16-M of the General Plan 2025 Final PEIR). The carwash would generate substantially less solid waste than a multi-family residential use. Therefore, impact to landfill capacity will be less than significant .				
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"/>
18g. Response: <i>(Source: The California Integrated Waste Management Act and California Green Building Code)</i> No impact. The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The City is currently achieving a 60 percent diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50 percent of non-hazardous construction and demolition debris for all projects and 100 percent 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 would occur.				
19. 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"/>
19a. Response: <i>(Source: Biological Resources Evaluation Report for the Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017; Cultural Resources Assessment Quick N Clean Carwash, City of Riverside, Riverside County, California. FirstCarbon Solutions, August 2017.)</i> Less than significant impact. Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources section of this Initial Study/Mitigated Negative Declaration (IS/MND), and were all found to be less than significant with the implementation of regulatory compliance measures. Additionally, potential impacts to cultural, archaeological and paleontological resources were discussed in the Cultural Resources section of this IS/MND, and were found to be less than significant .				
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"/>
19b. Response: <i>(Source:)</i> Less than significant impact. Impacts of the project were determined either to have no impact, or to be less than significant without the need for mitigation. Cumulatively, the project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the project, in conjunction with other future development projects, would not result in any cumulatively considerable impacts.				
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"/>
19c. Response: <i>(Source:)</i>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Less than significant impact. Previous sections of this IS/MND reviewed the project’s potential impacts related to biological resources, cultural resources, air quality, hazards and hazardous materials, and noise, among other environmental issue areas. As concluded in these previous discussions, the project would result in less than significant impacts related to these issue areas. Therefore, the project would cause less than significant adverse effects on human beings.</p>				

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Recommended Mitigation, Monitoring and Reporting Program

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method

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