



City of Arts & Innovation

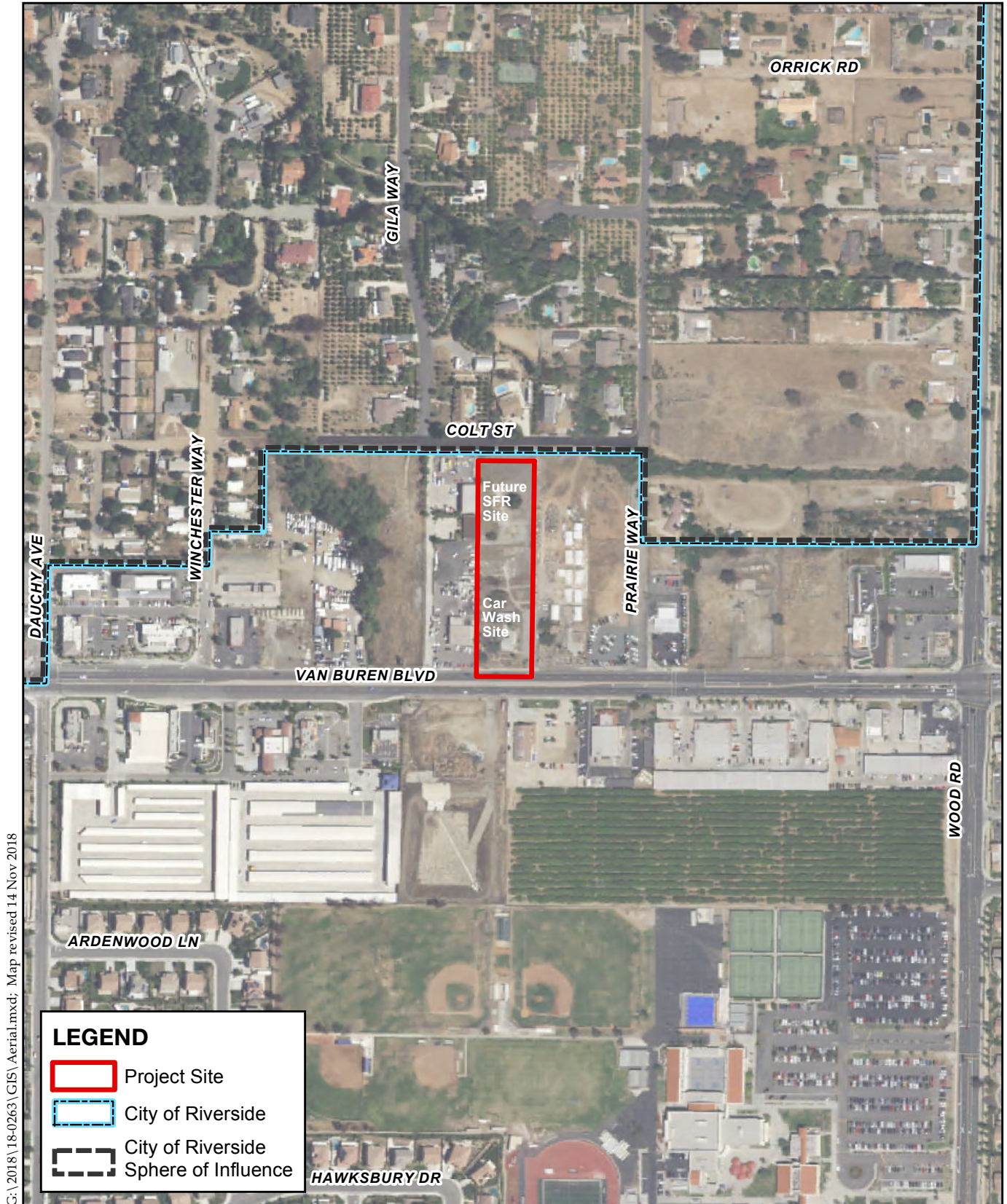
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

Draft Mitigated Negative Declaration

WARD: 4

1. **Case Numbers:** P17-0689 (Conditional Use Permit) and P17-0688 (Design Review)
2. **Project Title:** Express Car Wash and Future Single-Family Residence
3. **Lead Agency:** City of Riverside
Community & Economic Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522
4. **Contact Person:** Judy Egüez
Phone Number: (951) 826-3969
5. **Project Location:** The project site is located at 18806 Van Buren Boulevard, Riverside, California 92508, north of Van Buren Boulevard, south of Colt Street, and west of Grant Street. The site consists of Assessor Parcel Number 280-260-030. The project site is located within Section 19 of Township 3 South, Range 4 West within the Riverside East, California 7.5-minute quadrangle, as mapped by the U.S. Geological Survey (USGS). See **Figure 1 – Regional Map**, **Figure 2 – Aerial Map**, and **Figure 3 – USGS Map**.
6. **Project Applicant/Project Sponsor's Name and Address:** Crossroad Riverside, LLC
Yoonku Byun
23550 Alessandro Boulevard #102
Moreno Valley, California 92553
7. **General Plan Designation:** C – Commercial and SRR – Semi Rural Residential. See **Figure 4 – General Plan Land Use**.
8. **Zoning:** CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones and R-1-13000-SP – Single-Family Residential and Specific Plan (Orangecrest) Overlay Zones. See **Figure 5 – Zoning**.
9. **Description of Project:**

The approximately 2.2-acre project site has two zones: CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones (approximately 1.46 acres) and R-1-13000-SP – Single-Family Residential and Specific Plan (Orangecrest) Overlay Zone (approximately 0.74 acre). The portion of the site which is zoned CR-S-2-X-15/50-SP is currently developed with an approximately 2,500-square-foot single-family residence and garage, and associated hardscape improvements. The portion of the site zoned R-1-13000-SP, is currently vacant and undeveloped. The proposed project includes the demolition of the single-family residence, garage, and associated hardscape.



G:\2018\18-0263\GIS\Aerial.mxd; Map revised 14 Nov 2018

Sources: Riverside Co. GIS, 2018;
USDA NAIP, 2016.

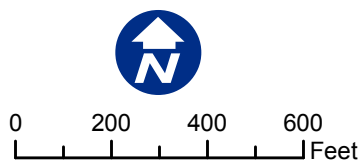
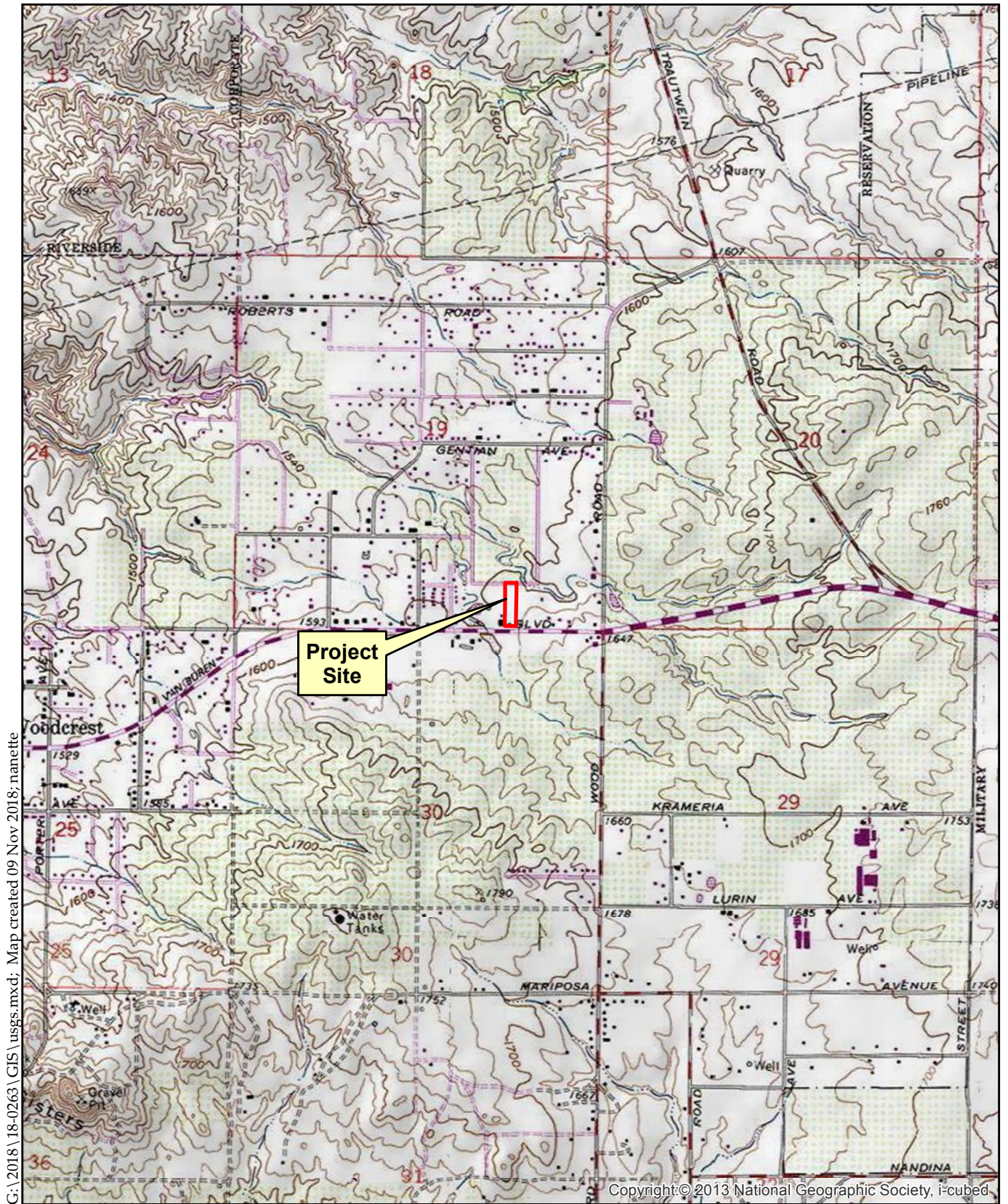


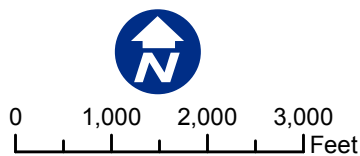
Figure 2 - Aerial Map
Express Car Wash and Future Single-Family Residence

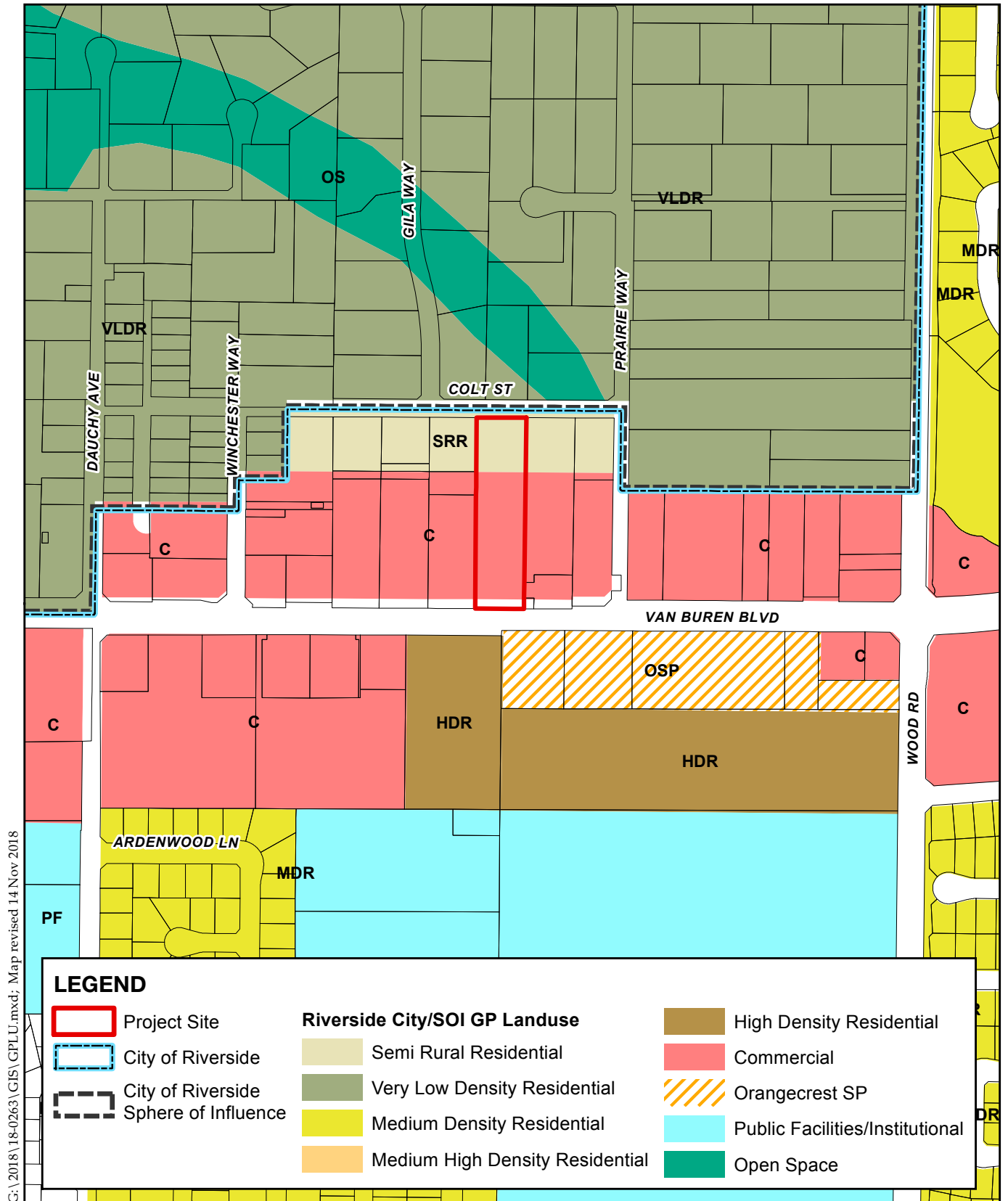


Sources: ESRI/ USGS 7.5min Quad DRGs:
RIVERSIDE EAST / STEELE PEAK

Figure 3 - USGS Map

Express Car Wash and Future Single-Family Residence





Sources: City of Riverside General Plan 2025, 2014; City of Riverside GIS, 2016.

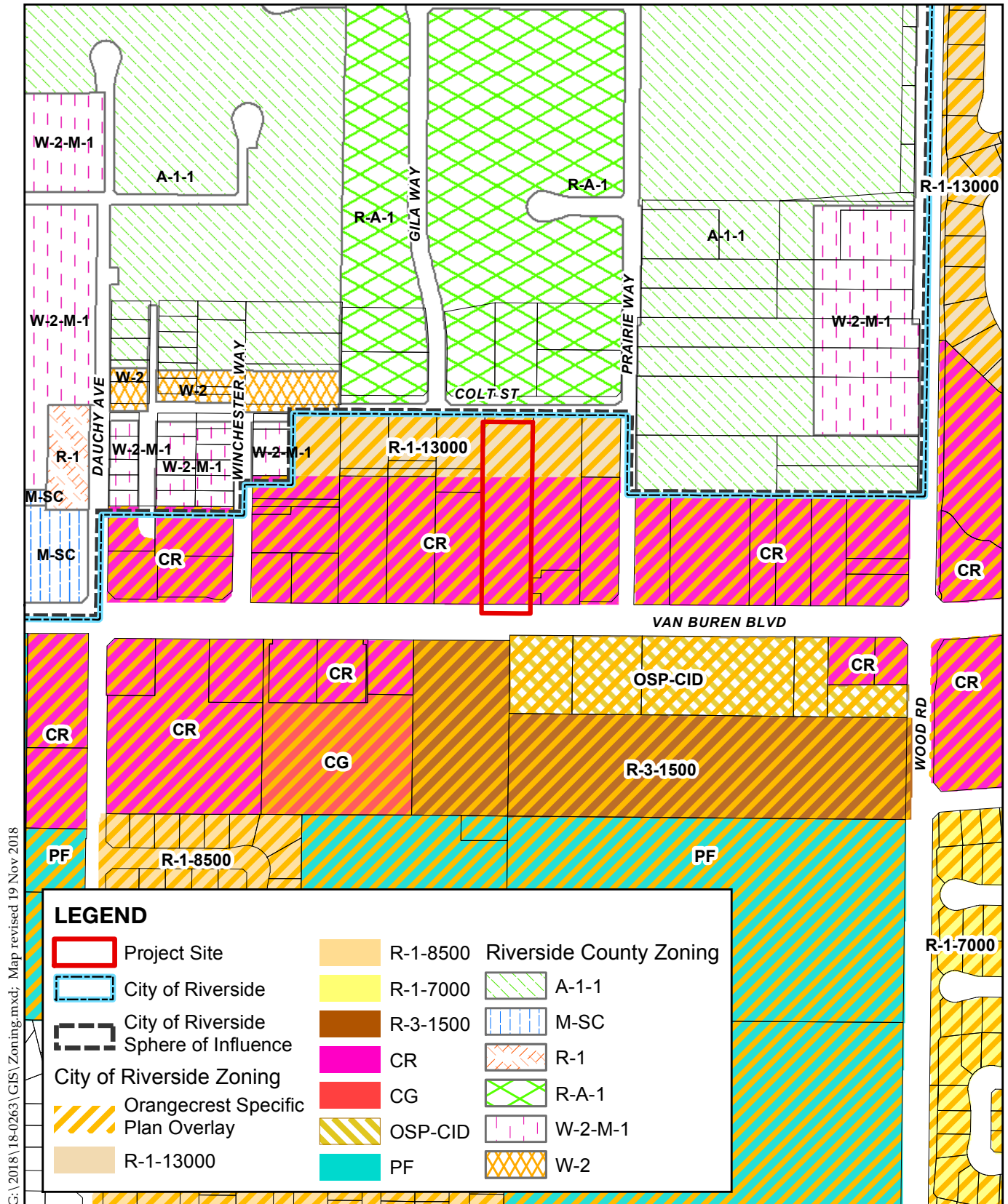
Figure 4 - General Plan Land Use

Express Car Wash and Future Single-Family Residence



0 250 500 750 Feet

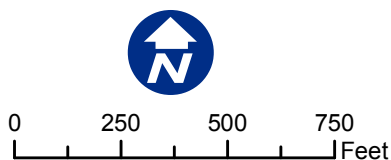




Sources: City of Riverside GIS, 2015;
Riverside County GIS, 2018.

Figure 5 - Zoning

Express Car Wash and Future Single-Family Residence



Subsequent to the demolition activities, the project applicant proposes to construct an approximately 5,440-square-foot express car wash, an approximately 600-square-foot canopy, 31 vacuums, six parking/inspection spaces, and associated site improvements on the southern portion of the project site, approximately 1.46 acres, zoned CR-S-2-X-15/50-SP, facing Van Buren Boulevard (herein referred to as the car wash site). The proposed car wash will include a tunnel of approximately 160 feet long, 10-25 feet high, and 34 feet wide; upper blowers at approximately 12 feet high (at the middle of the tunnel) and side blowers at approximately 4 feet high. Blowers (Aerodry or equivalent) is assumed to be positioned at approximately 10 feet from the exit. The proposed car wash is anticipated to include 10 employees and operate seven days a week from 7:00 a.m. to 10:00 p.m. The project applicant will provide a deed to the City for widening Van Buren Boulevard to 60 feet from monument centerline to City Public Works' specifications. Given this requirement, a 10-foot right-of-way dedication is shown on the project plans along Van Buren Boulevard. Unused driveways on the project site will be closed and new driveway size and location for the car wash site off Van Buren Boulevard will be constructed to City Public Works' specifications. A Conditional Use Permit and Design Review applications have been submitted to the City for the proposed express car wash use as part of the project's entitlement process.

The remaining approximately 0.74-acre of the project site is zoned R-1-13000-SP and fronts onto Colt Street (herein referred to as the future residential site). The project applicant has noted that no plans for the development of the single-family residence are being processed at this time. At a later date, the project applicant will submit separate plans to subdivide the property to accommodate a single-family residence and for plan check review and approval by City staff, in accordance with the City's Municipal Code. However, the Initial Study included herein has included the future single-family residence as part of the overall project so as to not piecemeal the project. See **Figure 6 – Proposed Site Plan**.

The future residential site will include a future approximately 3,000-square-foot single-family residence and associated site improvements. A 22-foot wide easement for drainage and utilities along the western portion of the future residential site will be provided to the City. The project applicant will provide a deed to the City for widening Colt Street to 33 feet from monument centerline to City Public Works' specifications. Proposed driveway along Colt Street for the future single-family residence will be constructed to City Public Works' specifications.

The discussion in this Initial Study related to the "proposed project" includes both the express car wash and future single-family residence unless otherwise specified.

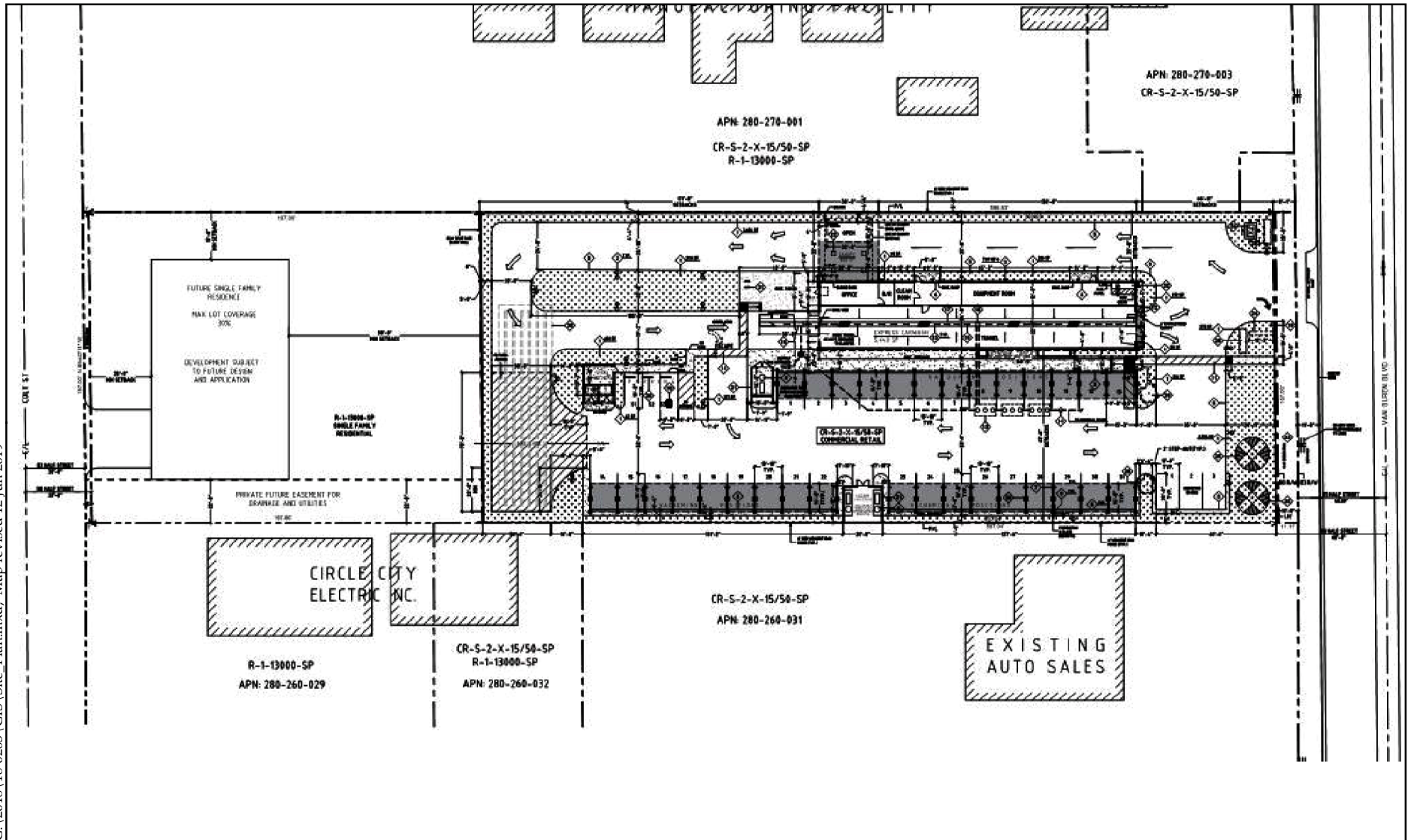
10. Surrounding land uses and setting: Briefly describe the project's surroundings:

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Single-Family Residence and Vacant Land	C – Commercial and SRR – Semi Rural Residential	CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones R-1-13000-SP – Single-Family Residential and Specific Plan (Orangecrest) Overlay Zones

North	Single-Family Residences	VLDR – Very Low Density Residential and OS – Open Space (City’s Sphere of Influence)	R-A-1 – Residential Agriculture (County’s Zoning)
East	Commercial uses	C – Commercial and SRR – Semi Rural Residential	CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones R-1-13000-SP – Single-Family Residential and Specific Plan (Orangecrest) Overlay Zones
South	Commercial uses and basin	HDR – High Density Residential and OSP – Orangecrest Specific Plan	R-3-1500-SP – Multi-Family Residential and Specific Plan (Orangecrest) Overlay Zones OSP-CID-SP – Orangecrest Specific Plan Industrial District
West	Commercial uses	C – Commercial and SRR – Semi Rural Residential	CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones R-1-13000-SP – Single-Family Residential and Specific Plan (Orangecrest) Overlay Zones

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

- a. City of Riverside – Conditional Use Permit and Design Review
- b. Regional Water Quality Control Board (RWQCB), Santa Ana Region – National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- c. RWQCB – Santa Ana Region – Storm Water Pollution Prevention Plan (SWPPP)
- d. South Coast Air Quality Management District (SCAQMD) – Dust Control Plan



Source: Gasoline Retail Facilities Consulting, March 2019.

Figure 6 - Site Plan
Express Car Wash and Future Single-Family Residence



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

- a. City of Riverside General Plan 2025 (GP 2025)
- b. City of Riverside GP 2025 Final Program EIR (FPEIR)
- c. Title 19, Zoning Code
- d. Title 20, Cultural Resources
- e. California Emissions Estimator Model (CalEEMod) modeling (Appendix A)
- f. Cultural Resource Report (Appendix B)
- g. Geotechnical Engineering Investigation (Appendix C)
- h. Phase 1 Environmental Site Assessment (Appendix D)
- i. Preliminary Water Quality Management Plan (WQMP) (Appendix E)
- j. Drainage Study (Appendix F)
- k. Noise Impact Study (Appendix G)
- l. Sewer Study (Appendix H)

13. Acronyms

AB 52	Assembly Bill 52
ALUCP	Airport Land Use Compatibility Plan
AQMP	Air Quality Management Plan
APE	Area of Potential Effects
Basin	South Coast Air Basin
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH ₄	Methane
CMP	Congestion Management Plan
CO	Carbon Monoxide
dBA	A-Weighted Decibels
DOC	California Department of Conservation
EIC	Eastern Information Center
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FPEIR -	City of Riverside General Plan 2025 Final Programmatic Environmental Impact Report
GIS	Geographic Information System
GHG	Greenhouse Gas
GP 2025	City of Riverside General Plan 2025
HCP	Habitat Conservation Plan
Leq	Equivalent Sound Level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MEP	Maximum Extent Practicable
MRZ-3	Mineral Resource Zone 3
MS4	Municipal Separate Storm Sewer System
MSHCP	Western Riverside Multiple Species Habitat Conservation Plan
MTCO _{2e}	Metric Tons Carbon Dioxide Equivalent

NAHC	Native American Heritage Commission
N ₂ O	Nitrous Oxide
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
OEM	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
PM-2.5	Particulate Matter Less Than 2.5 Microns In Size
PM-10	Particulate Matter Less Than 10 Microns In Size
PRC	Public Resources Code
RECs	Recognized Environmental Conditions
RRG-CAP	Riverside Restorative Growthprint-Climate Action Plan
RRG-EPAP	Riverside Restorative Growthprint-Economic Prosperity Action Plan
RUSD	Riverside Unified School District
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SKR	Stephens' Kangaroo Rat
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SLF	Sacred Lands File
SO _x	Sulfur Oxides
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UCR	University of California, Riverside
USGS	United States Geologic Survey
VdB	Vibration Decibels
VOC	Volatile Organic Compounds
WMWD	Western Municipal Water District
WQMP	Water Quality Management Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" 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 checked="" 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 Environmental Impact Report (EIR) or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Signature _____

Date _____

Printed Name & Title _____

For City of Riverside



City of Arts & Innovation

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

Environmental Initial Study

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- 8) The explanation of each issue should identify:
- a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1a. Response: (Source: GP 2025 Figure CCM-4 – Master Plan of Roadways, GP 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</p> <p>No Impact. There are no scenic vistas visible from the project site. The project site is located within an urbanized area surrounded by existing development. Views from the public areas in the vicinity of the project site are dominated by commercial uses to the east, commercial uses to the west, commercial uses and a basin to the south; and residential uses to the north. Therefore, the proposed project will have no impact directly, indirectly, and cumulatively to scenic vistas. No mitigation is required.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1b. Response: (Source: GP 2025 Figure CCM – Master Plan of Roadways, GP 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City’s Urban Forest Tree Policy Manual, Title 20 – Cultural Resources, and Caltrans 2011)</p> <p>Less Than Significant Impact. There are no state scenic highways located near the project site. The closest state scenic highway from the project site is State Route 74, located approximately 12 miles southeast of the project site and Interstate 15. The project site currently fronts along Van Buren Boulevard. The proposed express car wash will front along Van Buren Boulevard while the future single-family residence will front along Colt Street. As depicted on Figure CCM-4 – Master Plan of Roadways in the City’s GP 2025, Van Buren Boulevard is designated as a Scenic Boulevard and Parkway. During the Design Review process for the proposed express car wash, City staff will ensure that proposed landscape is consistent with Van Buren Boulevard’s scenic boulevard and parkway character. Therefore, the proposed project will have a less than significant impact directly, indirectly, and cumulatively to scenic resources within a state scenic highway. No mitigation is required.</p>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1c. Response: (Source: GP 2025, GP 2025 FPEIR, Title 19, Citywide Design Guidelines and Sign Guidelines, and Title 19 – Article VIII – Chapter 19.710 – Design Review)</p> <p>Less Than Significant Impact. The proposed express car wash site is currently developed with an existing residence, garage, and associated hardscape, and the future single-family residential site is currently vacant and undeveloped. The existing land uses adjacent to the project site include single-family residences to the north, commercial uses to the east, commercial uses to the west, and commercial uses and a basin to the south. The proposed project includes demolition of the existing residence, garage, and associated hardscape for the construction of an approximately 5,440-square-foot express car wash, an approximately 600-square-foot canopy, 31 vacuums, six parking/inspection spaces, and associated site improvements on approximately 1.46 acres facing Van Buren Boulevard. The remaining approximately 0.74-acre of the project site facing Colt Street will include a future approximately 3,000-square-foot single-family residence and associated site improvements. The proposed development will be within an existing urbanized area and therefore will not degrade the existing visual character of the area. During the Design Review process, City staff will ensure that the proposed express car wash is compatible in design and massing with surrounding development. Although the single-family residence is not subject to Design Review application, during the plan check process, City staff will review the residence to ensure compatibility with the existing neighborhood, Citywide Design Guidelines, and the Design Review standards/guidelines applicable to single-family residences. Therefore, the proposed project will have a less than significant impact directly, indirectly, and cumulatively to substantially degrading the existing visual character or quality of the site and its surroundings. No mitigation is required.</p>				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>1d. Response: <i>(Source: GP 2025, Chapter 19.556 – Lighting, Citywide Design Guidelines and Sign Guidelines, and Title 19 – Article VIII – Chapter 19.710 – Design Review)</i></p> <p>Less Than Significant Impact. The project site is located in an area with existing outdoor lighting sources. Currently, sources of nighttime light originate from residential uses, commercial uses, and from headlights and taillights of vehicles traveling along Van Buren Boulevard and Colt Street. New sources of light and glare may be present during project construction, but would be temporary and would cease upon construction completion. The proposed lighting on the express car wash site would include security lighting from the surface parking area, express car wash area, and from headlights and taillights from vehicles entering and exiting the site. The proposed lighting from the single-family residential site would include lighting typical of a residential neighborhood, including lights from inside and outside the residence, entrance lighting, and lighting from the yard. The proposed lighting would be directed, oriented, and shielded to prevent light from shining onto the adjacent properties. Although the lighting proposed by the project would increase lighting on the project site compared to current conditions, the lighting would not result in substantial light or glare compared to surrounding development. Any new lighting proposed or required for the project will be constructed in accordance with Chapter 19.556 – Outdoor Lighting of the City’s Municipal Code. Additionally, any exterior building materials would be constructed in accordance with Chapter 19.710 – Design Review of the City’s Municipal Code. As such, the proposed project will have a less than significant impact directly, indirectly, and cumulatively to light and glare. No mitigation is required.</p>				
2. AGRICULTURE AND FOREST RESOURCES:				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2a. Response: <i>(Source: GP 2025 Figure OS-2 – Agricultural Suitability and Department of Conservation (DOC) 2017)</i></p>				
<p>No Impact. The proposed express car wash will be constructed within the existing residence portion of the site while the future single-family residence will be constructed on the currently vacant, undeveloped portion of the site. The project site is designated “Urban and Built-Up Land” by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program and as depicted on Figure OS-2 – Agricultural Suitability in the City’s GP 2025. The DOC defines “Urban and Built-Up Land” as occupied structures within a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Since the portion of the express car wash has been previously disturbed and developed and the overall project site is not located on any designated Farmland, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use would occur. Therefore, the proposed project will have no impact directly, indirectly, and cumulatively to Farmland. No mitigation is required.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2b. Response: (Source: GP 2025 Figure OS-3 – Williamson Act Preserves, GP 2025 FPEIR Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, Title 19, and DOC 2016)</p> <p>No Impact. The express car wash site is zoned CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones and the future proposed single-family residential site is zoned R-1-13000-SP – Single-Family Residential and Specific Plan (Orangecrest) Overlay Zones. Thus, the overall project site is not zoned for agricultural use. According to the DOC’s Williamson Act map and Figure OS-3 – Williamson Act Preserves in the City’s GP 2025, there are no Williamson Act contracts on the project site. Therefore, the proposed project will have no impact directly, indirectly, and cumulatively to agricultural use or Williamson Act contract lands. No mitigation is required.</p>				
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2c. Response: (Source: Zoning Map)</p> <p>No Impact. The express car wash site is zoned CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones and the future proposed single-family residential site is zoned R-1-13000-SP – Single-Family Residential and Specific Plan (Orangecrest) Overlay Zones; thus, the overall project site is not zoned for forest land. No forest land, timberland, or Timberland Production areas are on the project site. Therefore, the proposed project will have no impact directly, indirectly, and cumulatively to forest land or timberland. No mitigation is required.</p>				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2d. Response: (Source: GIS Map – Forest Data)</p> <p>No Impact. The proposed express car wash site is currently developed with an existing residence, garage, and associated hardscape, and the future single-family residential site is currently vacant and undeveloped. The project site is within an urbanized area and no forest lands exist on the project site or the surrounding area. Therefore, the proposed project will have no impact directly, indirectly, and cumulatively to forest land. No mitigation is required.</p>				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2e. Response: (Source: GP 2025 Figure OS-2 Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, and Title 19)</p> <p>No Impact. The proposed express car wash will be constructed within the existing residence portion of the site while the future single-family residence will be constructed on the currently vacant, undeveloped portion of the site. The project site is designated “Urban and Built-Up Land” by the DOC Farmland Mapping and Monitoring Program and as depicted on Figure OS-2 – Agricultural Suitability in the City’s GP 2025. Since the portion of the express car wash has been previously disturbed and developed and the overall project site is not located on any designated Farmland, no conversion of Farmland to non-agricultural use would occur.</p> <p>The express car wash site is zoned CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones and the future proposed single-family residential site is zoned R-1-13000-SP – Single Family Residential and Specific Plan (Orangecrest) Overlay Zones; thus, the overall project site is not zoned for forest land. Therefore, the project will have no impact directly, indirectly, and cumulatively to Farmland or forest land. No mitigation is required.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3a. Response: (Source: GP 2025 Land Use Map)</p> <p>Less Than Significant Impact. The project site is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP), which has a 20-year horizon for the Basin. The SCAQMD and SCAG must update the AQMP every three years. The current regional air quality plan is the Final 2016 AQMP adopted by the SCAQMD on March 10, 2017. The Final 2016 AQMP proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin that are under SCAQMD jurisdiction. This Final Plan also addresses several Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. This Final Plan builds upon the approaches taken in the 2012 AQMP for the Basin for the attainment of the Federal ozone air quality standard. The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for ozone, particulate matter less than 10 microns in size (PM-10), and particulate matter less than 2.5 microns in size (PM-2.5) under the State standards and in a non-attainment area for ozone, PM-2.5, and partial non-attainment for lead under the Federal standards.</p> <p>The Final 2016 AQMP proposes attainment demonstration of the Federal PM-2.5 standards through a more focused control of sulfur oxides (SO_x), directly-emitted PM-2.5, and nitrogen oxides (NO_x) supplemented with volatile organic compounds (VOC) by 2015. The 8-hour ozone control strategy builds upon the PM-2.5 strategy, augmented with additional NO_x and VOC reductions to meet the standard by 2024 assuming a bump-up is obtained.</p> <p>Consistency with the AQMP for the Basin means that a project would be consistent with the goals, objectives, and assumptions in the respective plan to achieve the Federal and State air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD <i>CEQA Air Quality Handbook</i>, consistency with the AQMP is affirmed when a project:</p> <ol style="list-style-type: none"> 1) Does not increase the frequency or severity of an air quality standards violation or cause a new violation; and 2) Is consistent with the growth assumptions in the AQMP. For the proposed project to be consistent with the AQMP adopted by the SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projections. Additionally, if feasible mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. <p>The proposed uses on the project site are consistent with the City's Zoning and General Plan land use designations for the site. The City's GP 2025 is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Therefore, the proposed project would be consistent with the AQMP. Furthermore, as discussed in Response 3b below, the project-specific short-term construction and long-term pollutant emissions would be less than the emissions thresholds established in the SCAQMD's CEQA Air Quality Handbook; therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation. Therefore, the proposed project will have a less than significant impact directly, indirectly, and cumulatively to the implementation of an AQMP. No mitigation is required.</p>				

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

Less Than Significant Impact. Air quality impacts can be described in short-and long-term perspective. Short-term air quality impacts occur during demolition, site preparation, grading, paving, and project construction activities. Short-term air quality impacts also occur as a result of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts are associated with project operation.

Construction Activities

The proposed project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access driveways, cessation of construction activity when winds exceed 25 miles per hour and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb five or more acres of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this project's disturbance area (approximately 2.2 acres), a Fugitive Dust Control Plan or Large Operation Notification Form would not be required.

Short-term emissions from construction activities were evaluated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 program. To provide a worst-case air quality analysis, it was assumed that the construction of the express car wash and future single-family residence would be developed concurrently. Construction impacts modeled were anticipated to commence in April 2019 and will last through October 2019. **Table 3-A – Construction Duration**, represents a “worst-case” analysis scenario should construction occur any time after April 2019 start date since emission factors for construction decrease as time passes and the emission regulations becoming more stringent. The duration of construction activity was based upon information provided by the project applicant. Approximately 5,720 cubic yards of soils will be imported to the project site. Construction emissions from construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site) were estimated based on information from the project applicant and the CalEEMod model.

Table 3-A – Construction Duration

Construction Activity	Start Date	End Date	Total Working Days
Demolition	April 1, 2019	April 12, 2019	10
Grading	April 13, 2019	April 26, 2019	10
Building Construction	April 27, 2019	October 25, 2019	130
Paving	October 14, 2019	October 25, 2019	10
Architectural Coating	October 14, 2019	October 25, 2019	10

Source: CalEEMod (Appendix A).

A detailed summary of construction equipment anticipated for the project is shown in **Table 3-B – Construction Equipment**.

Table 3-B – Construction Equipment

Construction Activity	Off-Road Equipment	Unit Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Crushing/Proc. Equipment	1	8
	Rubber Tired Dozers	1	8
	Tractors/Loaders/Backhoes	2	8
Grading	Graders	1	8
	Rubber Tired Dozers	1	8
	Tractors/Loaders/Backhoes	1	8
Building Construction	Cranes	1	8
	Forklifts	1	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	1	8
	Welders	1	8
Paving	Cement and Mortar Mixers	1	8
	Pavers	1	8
	Paving Equipment	1	8
	Rollers	2	8
	Tractors/Loaders/Backhoes	1	8
Architectural Coatings	Air Compressors	1	8

Source: CalEEMod (Appendix A).

The estimated maximum daily construction emissions are summarized in **Table 3-C – Maximum Daily Peak Construction Emissions Summary**.

Table 3- C – Maximum Daily Peak Construction Emissions Summary

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
2019 (Maximum Daily Emissions)	13.53	39.70	28.74	0.08	4.90	2.63
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod (Appendix A).

Notes: These estimates reflect control of fugitive dust required by SCAQMD Rule 403.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

VOC = Volatile Organic Compounds; NO_x = Nitrogen Oxides; CO = Carbon Monoxide; SO₂ = Sulfur Dioxides; PM-10 = Particulate Matter Less Than 10 Microns in Size; and PM-2.5 = Particulate Matter Less Than 2.5 Microns in Size.

As shown in **Table 3-C**, project construction-source emissions would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. As such, air quality impacts related to construction activities are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

Operational Activities

Long-term operational emissions are evaluated for project buildout of the express car wash and future single-family residence. The project is assumed to be fully operational in 2020. Mobile source emissions refer to on-road motor vehicle emissions generated from the project's traffic and are based on the CalEEMod default trip generation for the single-family residence and the Institute of Traffic Engineers, Trip Generation Manual, 10th Edition for the proposed car wash.

Area source emissions from the project include stationary combustion emissions of natural gas used for space and water heating, yard and landscape maintenance, consumer use of solvents and personal care products, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions.

Project-related operational emissions were computed and the results are presented below in **Table 3-D – Maximum Operational Emissions Summary**.

Table 3-D – Maximum Operational Emissions Summary

Operational Activities	Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
Area Source	0.23	0.02	0.09	0.00	0.00	0.00
Energy Source	0.00	0.01	0.00	0.00	0.00	0.00
Mobile	1.67	11.80	19.08	0.07	5.23	1.44
Maximum Daily Emissions	1.90	11.83	19.17	0.07	5.23	1.44
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod (Appendix A).

Notes: The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Emissions reported as zero are rounded and not necessarily equal to zero.

VOC = Volatile Organic Compounds; NO_x = Nitrogen Oxides; CO = Carbon Monoxide; SO₂ = Sulfur Dioxides; PM-10 = Particulate Matter Less Than 10 Microns in Size; and PM-2.5 = Particulate Matter Less Than 2.5 Microns in Size.

As shown in **Table 3-D**, maximum operational emissions from implementation of the proposed project would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. As such, air quality impacts related to operational activities are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

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: (Source: CalEEMod (Appendix A), SCAQMD (2015) and California Air Resources Board (2017))

Less Than Significant Impact. The portion of the Basin within which the proposed project site is located is designated as a non-attainment area for PM-10 under State standards, and for ozone and PM-2.5 under both State and Federal standards. The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same. These thresholds apply to individual development projects only; they do not apply to the cumulative emissions generated by a group of related projects. The proposed project would contribute criteria pollutant to the area that may be under construction simultaneously with other projects in the project area. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dusts and pollutant emission during construction could result in substantial short-term increases in air pollutants. However, each project would be required to comply with the SCAQMD's standard construction measures.

As discussed under Threshold 3b above, the proposed project's short-term construction emissions would not exceed the SCAQMD significance thresholds. Therefore, the proposed project would not have a significant short-term cumulative impact. Additionally, the proposed project's operational emissions would not exceed the SCAQMD significance thresholds. Therefore, the proposed project would not have a significant long-term cumulative impact. Thus, the project's net increase in criteria pollutant emissions for which the project region is non-attainment is not cumulatively considerable. Therefore, air quality impacts are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

d. Expose sensitive receptors to substantial pollutant concentrations?

☐
☐
☒
☐

3d. Response: (Source: CalEEMod (Appendix A), SCAQMD (2005) and SCAQMD (2008))

Less Than Significant Impact. As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. Staff at the SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short-term and long-term) to sensitive receptors. According to the SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, sensitive receptors within the Basin include residential uses, school playgrounds, childcare facilities, athletic facilities, hospitals, retirement homes, and convalescent homes. LSTs represents the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area. The project site is located within Source Receptor Area 23.

Short-Term LST Analysis

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with vendor and worker trips are mobile source emissions that occur off-site. The emissions analyzed under the LST methodology are NO₂, carbon monoxide (CO), PM-10, and PM-2.5. SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for the proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. The project site is approximately 2.20 acres; however, the maximum daily disturbance area esteemed using SCAQMD guidance is 1.5 acres.¹ Therefore, the one-acre look-up table was used with the on-site emissions estimated by CalEEMod to provide a conservative analysis.

The LST thresholds are estimated using the maximum daily disturbed area (in acres) and the distance of the project site to the nearest sensitive receptors (in meters). The closest sensitive receptors (residential uses) are located approximately 56 feet north of the project site, across from Colt Street. The closest corresponding receptor distance on the LST look-up tables is 25 meters (82 feet). Therefore, a receptor distance of 25 meters (82 feet) was used to ensure a conservative analysis. **Table 3-E – LST Results for Daily Construction Emissions** identifies the localized construction impacts at the nearest receptor location in the vicinity of the project for 1 acre at 25 meters (82 feet). Emissions from construction of the project will be below the LST established by SCAQMD for the project. As such, impacts related to exposure of sensitive receptors to substantial pollutant concentrations are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

Table 3-E – LST Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (pounds per day)			
	NO _x	CO	PM-10	PM-2.5
Maximum Daily Emissions	30.19	25.63	3.46	2.19
SCAQMD Localized Threshold	118	602	4	3
Exceeds Threshold?	No	No	No	No

Source: CalEEMod (Appendix A).

Notes: Project site is located within Source Receptor Area 23, Metropolitan Riverside County.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

NO_x = Nitrogen Oxides; CO = Carbon Monoxide; PM-10 = Particulate Matter Less Than 10 Microns in Size; and PM-2.5 = Particulate Matter Less Than 2.5 Microns in Size.

¹ <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/calceemod-guidance.pdf?sfvrsn=2>

Long-Term LST Analysis

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources (e.g., flares and turbines) and/or on-site mobile equipment or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. The proposed project does not include such uses. Therefore, due to the lack of stationary source emissions or on-site mobile equipment no long-term LST analysis is needed.

- e. Create objectionable odors affecting a substantial number of people?

☐☐☒☐

3e. Response: (Source: SCAQMD (2005))

Less Than Significant Impact. The human nose is the best means of determining the strength of an odor; however, not all people are equally sensitive and they do not always agree about the severity of an odor once it is detected. Therefore, precise documentation of the strength and nature of an odor is generally unavailable.

It is anticipated that the major potential sources of odor from the proposed project would occur during construction activities, particularly from construction equipment exhaust. However, this impact would occur in the immediate vicinity of the proposed project site and is short-term. Current land uses surrounding the project site include a mixture of commercial uses, residential uses, and vacant land.

The California Air Resources Board (CARB) has developed an Air Quality and Land Use Handbook that outlines major common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries. As stated in Threshold 3d above, the closest sensitive receptor (residential uses) is located approximately 56 feet north of the proposed project site. The proposed project includes the development of an express car wash and future single-family residence, which is not included on CARB's list of facilities that are known to be prone to generate odors. Further, odor intensity decreases as distance from the source increases because it allows fresh air to mix with the odors. Thus, because the proposed project is not a use that is prone to generate odors that could affect a substantial number of people, impacts are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

4. BIOLOGICAL RESOURCES.

Would the project:

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

☐☒☐☐

4a. Response: (Source: GP 2025 FPEIR Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, and Multiple Species Habitat Conservation Plan (MSHCP) Report)

Less Than Significant Impact with Mitigation Incorporated. The proposed express car wash site is currently developed with an existing residence, garage, and associated hardscape, and the future single-family residential site is currently vacant and undeveloped. Vegetation on the project site consists mainly of non-native weeds, grasses, and ornamental trees and shrubs. The ornamental trees and shrubs may support nests utilized by birds protected under the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code (Sections 3503, 3503.5, and 3515). Thus, the potential exists for direct and indirect construction-related disturbance to nesting habitat for common and migratory birds and raptors protected under the MBTA. Construction outside of the nesting season (between September 1 and February 14) does not require pre-removal nesting bird surveys. Per the MBTA, if construction is proposed between February 15 and August 31, incorporation of mitigation measure **MM BIO-1** shall be incorporated requiring a nesting bird survey be conducted prior to any ground-disturbing or demolition activities. As such, impacts related to biological resources are considered to be **less than significant with mitigation incorporated** directly, indirectly, and cumulatively.

Mitigation Measure

MM BIO-1: If project activities are planned during the bird nesting season (February 15 to August 31), nesting bird survey(s) consisting of up to three (3) site visits within the week prior to clearing and demolition activities shall be conducted to ensure birds protected under the Migratory Bird Treaty Act are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found,

no additional measures are required. If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City. No construction of ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume.				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4b. Response: (Source: GP 2025 FPEIR and MSHCP Section 6.1.2 – Protection of Species Associated with Riparian/Riverine Aras and Vernal Pools) No Impact. The proposed express car wash site is currently developed with an existing residence, garage, and associated hardscape, and the future single-family residential site is currently vacant and undeveloped. There are no drainages located on the project site. There are two seasonal drainages, both located over 500 feet to the west and north of the project site. No riparian habitat or other sensitive natural community exists on the project site. Consequently, the proposed project will have no impact on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service directly, indirectly, and cumulatively. No mitigation is required.				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4c. Response: (Source: City of Riverside GIS/CADME) No Impact. The proposed express car wash site is currently developed with an existing residence, garage, and associated hardscape, and the future single-family residential site is currently vacant and undeveloped. There are no drainages or wetland vegetation present on the site. Further, the project site does not contain any inundated areas, wetland vegetation, or hydric soils and thus does not include U.S. Army Corps of Engineers jurisdictional drainages or wetlands. Consequently, the proposed project will have no impact on Federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly, and cumulatively. No mitigation is required.				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4d. Response: (Source: MSHCP and GP 2025 Figure OS-7 – MSHCP Cores and Linkages) No Impact. The proposed express car wash site is currently developed with an existing residence, garage, and associated hardscape, and the future single-family residential site is currently vacant and undeveloped. The project site is located in an urbanized area surrounded by development and will not result in a barrier to the movement of any native species, or impact migratory wildlife corridors, or impeded the use of native wildlife nursery sites. As such, implementation of the proposed project will have no impact to wildlife movement directly, indirectly, and cumulatively. No mitigation is required.				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4e. Response: (Source: Urban Forestry Policy Manual) Less Than Significant Impact. The proposed express car wash site is currently developed with an existing residence, garage, and associated hardscape, and the future single-family residential site is currently vacant and undeveloped. Vegetation on the project site consists mainly of non-native weeds, grasses, and ornamental trees and shrubs. Any project within the City's boundaries that proposes planting a street tree within the City's right-of-way must follow the City's <i>Urban Forestry Policy Manual</i> , which documents guidelines for the planting, pruning, preservation, and removal of all trees in City rights-of-way.				

The specifications in the Manual are based on national standards for tree care established by the International Society of Arboriculture, the National Arborists Association, and the American National Standards Institute. Any future project will be in compliance with the City's *Urban Forestry Policy Manual* when planting a tree within the City's right-of-way. The City's *Urban Forestry Policy Manual* does not relate to the ornamental landscaping on the project site. Therefore, impacts related to conflicts with the City's *Urban Forestry Policy Manual* is considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

4f. Response: (Source: MSHCP, GP 2025 Figure OS-6 – Stephens' Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), SKR HCP)

No Impact. The City is a Permittee under the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP); therefore, the project is subject to applicable provisions of the MSHCP. The project site is not located in an area subject to a Criteria Cell under the MSHCP and therefore, has no Conservation requirements toward building out the MSHCP Reserve. The project site is also not located in any other special survey area of the MSHCP; therefore, no special surveys are required. Additionally, the project site is not located within the Stephens' Kangaroo Rat (SKR) core reserves or SKR habitat conservation plan (HCP). As such, the project will have **no impact** on the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved, local, regional, or State habitat HCP directly, indirectly, and cumulatively. No mitigation is required.

5. CULTURAL RESOURCES.

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

5a. Response: (Source: Cultural Resource Report (Appendix B))

No Impact. CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) is listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) is determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and *CEQA Guidelines* Section 15064.5[a]). A "substantial adverse change" to a historical resource, according to PRC Section 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The proposed express car wash site is currently developed with an existing residence, garage, and associated hardscape, and the future single-family residential site is currently vacant and undeveloped. The proposed project includes demolition of the existing residence, garage, and associated hardscape for the construction of an approximately 5,440-square-foot express car wash, 31 vacuums, six parking/inspection spaces and associated site improvements on approximately 1.46 acres facing Van Buren Boulevard. The remaining approximately 0.74-acre of the project site facing Colt Street will include a future approximately 3,000-square-foot single-family residence and associated site improvements.

As part of the Cultural Resource Report prepared by Brian F. Smith and Associates, Inc. (BFSA) for the proposed project, BFSA determined that the existing single-family residence and garage was over 50 years old which would qualify as built cultural resources and thus needed to be evaluated for historical significance. BFSA reviewed property records from the County of Riverside Recorder's office, University of California, Riverside (UCR), Ancestry.com, California Lot Book, and BFSA research library. BFSA also reviewed historic maps and aerial photographs of the project site from historicaerials.com, the USGS TopoView, and Earth Explorer websites. BFSA's assessment of the structures on the project site concluded that the original historic and architectural characteristics of the residence and garage are not exemplary in any way. Both buildings have been expanded or modified so significantly that the original features have been masked and all original architectural integrity has diminished. Additionally, BFSA stated that no significant persons or events could be associated with the buildings and their removal will not pose a negative impact on the history or the overall character of the surrounding neighborhood (Appendix B). As such, BFSA determined that the existing single-family residence and garage did not meet

any of the criteria listing in the National Register, California Register, or for local designation (City Landmark and Structure or Resource of Merit). Consequently, there are **no impacts** directly, indirectly, and cumulatively related to historic resources with demolition of the existing structures on site for the development of the proposed project. No mitigation is required.

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

5b. Response: (Source: Cultural Resource Report (Appendix B) and GP 2025 FPEIR)

Less Than Significant Impact with Mitigation Incorporated. As depicted on Figure 5.5-1 – Archaeological Sensitivity and Figure 5.5-2 – Prehistoric Cultural Resources Sensitivity in the City’s GP 2025, the project site is located within a high archaeological sensitivity area and high prehistoric cultural resources sensitivity area, respectively. BFSa prepared a Cultural Resource Report for the proposed project (Appendix B). As part of the Cultural Resource Report preparation, BFSa conducted a records search at the Eastern Information Center (EIC) at UCR, conducted a Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC), conducted an intensive reconnaissance survey on July 6, 2018 of the project site, and evaluated the existing structures on the project site. The EIC records search reported 47 cultural resources are located within one-mile radius of the area of potential effects (APE) (project site), none of which are located within the project site. Furthermore, 33 studies have been conducted within one mile of the project, none of which include the project site (Appendix B).

The SLF search results did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius. BFSa contacted all Native American consultants listed in the NAHC response letter and received seven responses. The San Manuel Band of Mission Indians, Iipay Nation of Santa Ysabel, and the Cabazon Band of Mission Indians stated that the project area is outside of their ancestral territory. The Agua Caliente Band of Cahuilla Indians, the Viejas Band of Kumeyaay Indians, and the Augustine Band of Cahuilla Indians deferred to tribes more local to the project area. The Rincon Band of Luiseño Indians stated that the project is located within Rincon’s specific area of historic interest and requested a records search be conducted (Appendix B).

BFSa did not identify any prehistoric/archaeological resources during the time of their intensive reconnaissance survey efforts. However, ground visibility was limited due to previous land modifications associated with historic and modern uses of the project site. Based on BFSa’s observations and research of the project site and its surrounding, BFSa determined that the potential exist for cultural resources, particularly Native American artifacts or sites, to be buried or masked beneath the disturbed soil, current hardscape, or ground cover on the project site (Appendix B). BFSa stated that this is further substantiated by the presence of two seasonal drainages both located just over 500 feet to the west and north of the project site. Both of the seasonal drainages correspond with recorded Native American prehistoric sites and would have been advantageous resources for prehistoric inhabitants of the region. Additionally, the presence of buildings dating to the mid-twentieth century raises the possibility of subsurface historic archaeological material (Appendix B). As such, mitigation measures **MM CUL-1 through MM CUL-4** shall be incorporated to reduce potential impacts related to archaeological resources to less than significant levels. Impacts are considered **less than significant with mitigation incorporated** directly, indirectly, and cumulatively.

Mitigation Measures

MM CUL-1: Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City and interested 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 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.

MM CUL-2: Archaeological and Paleontological Monitoring: 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.

1. 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:

- a. Project grading and development scheduling;
- b. The retention of 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;
- c. 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 that shall be subject to a cultural resources evaluation;
- d. Treatment and final disposition of any cultural, sacred sites, and human remains if discovered on the project site; and
- e. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure MM CUL-4.

MM CUL-3: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite. If a secure location cannot be identified onsite, the discovered resources may be stored at the offices of the project archaeologist with concurrence with the consulting tribe(s). The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and
2. **Treatment and Final Disposition:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community & Economic Development Department with evidence of same:
 - a. Preservation-In-Place of the cultural resources, if feasible as determined through coordination between the project archaeologist, developer/applicant, and consulting tribal monitor(s). Preservation-In-Place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources;
 - b. Accommodate the process for onsite 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 cataloging and basic recordation have been completed, with an exception that sacred items, burial goods, and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report;
 - c. If Preservation-In-Place or reburial is not feasible, a curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would 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;
 - d. 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, the Developer/Applicant shall select a curation facility within Riverside County per 36 CFR Part 79; and
 - e. 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 of 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 interested tribes.

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

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☐
☒
☐
☐

5c. Response: (Source: Riverside County Map My County Viewer)

Less Than Significant Impact with Mitigation Incorporated. A portion of the project site has been previously disturbed, excavated, filled, graded, and leveled and is currently developed with a single-family residence, garage, and associated hardscape. The future single-family residential site is currently vacant and undeveloped. As depicted on Riverside County's Map My County Viewer, the project site is located within low potential for paleontological resources. Nonetheless, mitigation measures **MM CUL-1 and MM CUL-2** is incorporated to ensure any potential impacts to paleontological resources remain at a level below significance. As such, impacts related to paleontological resources is considered to be **less than significant with mitigation incorporated**.

Mitigation Measures

Refer to mitigation measures **MM CUL-1 and MM CUL-2** above under Threshold 5b.

d. Disturb any human remains, including those interred outside of formal cemeteries?

☐
☒
☐
☐

5d. Response: (Source: GP 2025 FPEIR)

Less Than Significant Impact with Mitigation Incorporated. No known human remains are present on the project site and there are no facts or evidence to support the idea that Native Americans or people of European descent are buried on the project site. In the unlikely event that human remains are encountered during project grading activities, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be followed. Construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State and Health and Safety Code. To ensure proper treatment of burials, in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, the law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the Riverside County coroner of the find. The construction contractor, development and the County coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State Health and Safety Code. Compliance with these provisions (**MM CUL-5**) would ensure that any potential impacts to unknown buried human remains would be **less than significant with mitigation incorporated** by ensuring appropriate examination, treatment, and protection of human remains as required by State laws.

Mitigation Measure

MM CUL-5: Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall inform the Riverside County Coroner and the City of Riverside Community & Economic Development Department immediately, and the County Coroner shall be permitted to examine the remains, as required by California Health and Safety Code Section 7050.5(b) unless more current State law requirements are in effect at the time of the discovery. Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the Applicant shall comply with the State relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC Section

5097). The County Coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts.

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

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

6. GEOLOGY AND SOILS.

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

☐
☐
☒
☐

6i. Response: (Source: GP 2025 Figure PS-1 – Regional Fault Zones, and Geotechnical Engineering Investigation (Appendix C))

Less Than Significant Impact. Seismic activity is expected in Southern California; however, the project site is not located within an Alquist Priolo zone. The project site does not contain any known fault; therefore, potential for on-site fault rupture is very low. The site is located over 10 miles northeast of the Elsinore Fault and over 8 miles southwest from the San Jacinto fault. A Geotechnical Engineering Investigation has been prepared for the proposed project which will be reviewed and approved prior to grading and permit issuance. The Geotechnical Engineering Investigation shall demonstrate that on-site structures, features, and facilities have been designed and will be constructed in conformance with applicable provisions of the California Building Code (CBC). Proper engineering design and construction in conformance with the CBC standards and project-specific geotechnical recommendations would ensure that seismic ground shaking would be reduced to **less than significant levels** directly, indirectly, and cumulatively. No mitigation is required.

ii. Strong seismic ground shaking?

☐
☐
☒
☐

6iii. Response: (Source: GP 2025 PS-1 – Regional Fault Zones, GP 2025 PFEIR, and Geotechnical Engineering Investigation (Appendix C))

Less Than Significant Impact. The San Jacinto fault zone, located northeast of the City, and the Elsinore fault zone, located southwest of the City, have the potential to cause earthquakes that could cause intense ground shaking. Because the proposed project must comply with CBC regulations and incorporate the recommended design measures from the Geotechnical Engineering Investigation that protect structures from seismic hazards, direct, indirect, and cumulative impacts associated with strong seismic ground shaking will have a **less than significant impact**, and no mitigation is required.

iii. Seismic-related ground failure, including liquefaction?

☐
☐
☒
☐

6iii. Response: (Source: GP 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, GP 2025 Figure PS-3 – Soils with High Shrink-Swell Potential, and Geotechnical Engineering Investigation (Appendix C))

Less Than Significant Impact. The project site is not located in an area with potential for liquefaction, as depicted on Figure 2 – Liquefaction Zones in the City's GP 2025. Therefore, the project site is not susceptible to liquefaction. Nevertheless, the incorporation of recommended design measures from the project-specific geotechnical recommendations and adherence to

CBC regulations will ensure that seismic-related ground failure, including liquefaction, are less than significant directly, indirectly, and cumulatively. No mitigation is required.				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6iv. Response: (Source: GP 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope and Title 17 – Grading Code)</p> <p>Less Than Significant Impact. The Geology and Soils section of the City’s GP 2025 FPEIR states that “areas of high susceptibility to seismically induced landslides and rockfalls correspond to steep slopes in excess of 30 percent.” Figure 5.6-1 of the City’s GP 2025 FPEIR indicates that the project area is located on land identified as having a 0 to 10 percent slope, which is the lowest of the four potential categories. Additionally, the proposed car wash site has been previously excavated, graded, and leveled, and no hillsides are located adjacent to the project site. Therefore, impacts related to landslides are considered to be less than significant directly, indirectly, and cumulatively. No mitigation is required.</p>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Response: (Source: GP 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Stormwater Pollution Prevention Plan (SWPPP))</p> <p>Less Than Significant Impact. Short-term construction activities have the potential to result in soil erosion or the loss of topsoil. However, erosion will be addressed through the implementation of existing State and Federal requirements, and minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) general construction permit which requires that a Stormwater Prevention Pollution Plan (SWPPP) be prepared prior to construction activities and implemented during construction activities. The preparation of a SWPPP will identify Best Management Practices (BMPs) to address soil erosion. Upon compliance with these standard regulatory requirements, the proposed project is not anticipated to result in substantial soil erosion or the loss of topsoil.</p> <p>Once operational, the majority of the project site will be paved and developed with an express car wash and a future single-family residence and associated site improvements; therefore, no soil erosion is anticipated with long-term operation of the site. Consequently, impacts related to soil erosion or the loss of topsoil are considered less than significant directly, indirectly, and cumulative, and no mitigation is required.</p>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6c. Response: (Source: GP 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Geotechnical Engineering Investigation (Appendix C))</p> <p>Less Than Significant Impact. Figure 5.6-1 of the City’s GP 2025 FPEIR indicates that the project area is located on land identified as having a 0 to 10 percent slope, which is the lowest of the four potential categories. Additionally, the proposed car wash site has been previously excavated, graded, and leveled, and no hillsides are located adjacent to the project site.</p> <p>The project site is not located in an area with potential for liquefaction, as depicted on Figure 2 – Liquefaction Zones in the City’s GP 2025. Therefore, the project site is not susceptible to liquefaction. Nevertheless, the incorporation of recommended design measures from the project-specific geotechnical recommendations and adherence to CBC regulations will ensure that seismic-related ground failure, including liquefaction, are less than significant directly, indirectly, and cumulatively. No mitigation is required.</p> <p>The project developer will be required to prepare and submit detailed grading plans for the proposed project prior to issuance of grading permits, which must be prepared in conformance with applicable standards of the City’s Grading Ordinance and the recommendations in the geotechnical report. Development of the project site consistent with the recommendations included in the geotechnical report will reduce potential impacts related to landslide, lateral spreading, subsidence, liquefaction, and collapse to a less than significant level directly, indirectly, and cumulatively, and no mitigation is required.</p>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6d. Response: (Source: GP 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code and Geotechnical Engineering Investigation (Appendix C))

Less Than Significant Impact. Expansive soils, defined under CBC, expand when wet and shrink when dry. The amount or type of clay present in soil determines its shrink-swell potential. According to the Geotechnical Engineering Investigation, three test borings excavated to a depth of 10 feet by a means of a hand auger was performed by Pacific Geotech Inc. on the project site. An expansion test was performed on a representative sample of the onsite fine to coarse, slightly clayey, silty sand materials which indicated the project site has a medium expansion potential. The project developer will be required to prepare and submit detailed grading plans for the proposed car wash and future single-family residence prior to issuance of grading permits, which must be prepared in conformance with applicable standards of the City’s Grading Ordinance and the recommendations in the geotechnical report. Development of the project site consistent with the recommendations included in the geotechnical report will reduce potential impacts from expansive soils/high shrink-swell potential to a **less than significant level** directly, indirectly, and cumulatively, and no mitigation is required.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

☐
☐
☒
☐

6e. Response: (Source: Proposed Project)

Less Than Significant Impact. The proposed express car wash site will be served by the City’s sewer infrastructure and will not require use of a septic tank. The future single-family residence is anticipated to be served by a septic tank which could be located on Fallbrook sandy loam soils and/or Bonsall fine sandy loam soils. The project-specific geotechnical recommendation for the single-family residential site will ensure that soils on site will be capable of adequately supporting the septic tank. This regulatory requirement will be reviewed and approved by the City’s Building and Safety Division, County of Riverside Environmental Health Department, and the Regional Water Quality Control Board prior to the issuance of building permits and/or installation of the septic system. Therefore, impacts are considered **less than significant** directly, indirectly, and cumulatively, and no mitigation is required.

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?

☐
☐
☒
☐

7a. Response: (Source: CalEEMod (Appendix A) and SCAQMD (2010))

Less Than Significant Impact. Greenhouse gases (GHG) are not presented in pounds per day like criteria pollutants; they are typically evaluated on an annual basis using the metric system. Additionally, unlike criteria pollutants, GHG do not have adopted significance thresholds associated with them at this time. Several agencies, at various levels, have proposed draft GHG significance thresholds for use in CEQA documents. SCAQMD has been working on GHG thresholds for development projects. In December 2008, the SCAQMD adopted a threshold of 10,000 metric tons per year of carbon dioxide equivalents (MTCO₂E/year) for stationary source projects where SCAQMD is the lead agency. The most recent draft proposal was in September 2010 and included significance thresholds for residential, commercial, and mixed-use projects at 3,500, 1,400, and 3,000 MTCO₂E/year, respectively. Alternatively, a lead agency has the option to use 3,000 MTCO₂E/year as a threshold for all non-industrial projects. Although both options are recommended by SCAQMD, a lead agency is advised to use only one option and to use it consistently. The SCAQMD significance thresholds also evaluate construction emissions by amortizing them over an expected project life of 30 years. The CalEEMod output results for construction-related GHG emissions present the GHG emissions estimates for the project for CO₂, methane (CH₄), nitrous oxide (N₂O), and CO₂E.

As shown in **Table 7-A – Total Project-Related GHG Emissions**, the total GHG emissions generated from the proposed project is approximately 1,188.38 MTCO₂E per year which includes construction-related emissions amortized over a typical project life of 30 years.

Table 7-A – Total Project-Related GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Amortized Construction	--	--	--	7.28
Area	0.26	0.00	0.00	0.26
Energy	131.25	0.00	0.00	131.50
Mobile ¹	1,014.03	0.06	0.00	1,015.42
Solid Waste	0.37	0.02	0.00	0.91
Water ²	29.25	0.12	0.00	33.01
Total	1,175.16	0.2	0.00	1,188.38

Source: CalEEMod (Appendix A).

Note: Emissions reported as zero are rounded and not necessarily equal to zero.

¹ CalEEMod defaults for the single-family residence was utilized and the carwash trip generation relied upon Institute of Traffic Engineers' data.

² Because CalEEMod does not contain a land use type for a car wash, average annual water usage was provided by the applicant and input into CalEEMod. The car wash is estimated to use 4,380,000 gallons of water per year, of which approximately 73 percent will be recycled and reused on-site. The Project's emissions were also adjusted to account for the CalGreen building code which requires a 20 percent reduction in indoor water use.

The total GHG emissions from the proposed project are below the SCAQMD recommended screening level of 3,000 MTCO₂E per year for non-industrial projects under Option 2. Therefore, the proposed project will not exceed the draft GHG screening threshold provided by SCAQMD. Impacts related to GHG are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

7b. Response: (Source: Riverside Restorative Growthprint – Economic Prosperity Action Plan & Climate Action Plan (2016))

Less Than Significant Impact. This analysis considers GHG emission significance by determining the proposed project's consistency with the City's adopted *Riverside Restorative Growthprint* (RRG) which includes two plans: the *Economic Prosperity Action Plan* (RRG-EPAP) and *Climate Action Plan* (RRG-CAP). **Table 7-B – Project Compliance with Greenhouse Gas Emission Reduction Strategies** lists the applicable strategies and goals from the RRG-EPAP and RRG-CAP and identifies how the proposed project achieves compliance. As such, based on the project's compliance with the RRG-EPAP and RRG-CAP, impacts related to GHG are considered to be **less than significant** directly, indirectly, cumulatively, and no mitigation is required.

Table 7-B – Project Compliance with Greenhouse Gas Emission Reduction Strategies

Strategy	Project Compliance
Energy Efficiency Measures	
Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6)	Compliant. The project would comply Measure SR-2. The project will comply with the requirements of the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) and CalGreen, including measures to incorporate energy-efficient building design features.
Water Conservation and Efficiency Measures	
Measure W-1: Water Use Efficiency.	Compliant. The project would comply with the requirements of Measure W-1: Water Use Efficiency. SB X7-7 is part of a California legislative package passed in 2009 that requires urban retail water suppliers to reduce per-capita water use by 10% from a baseline level by 2015, and to reduce per-capita water use by 20% by 2020. Green accountability performance Goal 16 directly aligns with SB X7-7. In Southern California, energy costs and GHG emissions associated with the transport, treatment, and delivery of water from outlying regions are high. Therefore, the region has extra incentive to reduce water consumption. While this is considered a state measure, it is up to the local water retailers, jurisdictions, and water users to meet these targets.

		Water-efficient irrigation systems and devices and drought-tolerant landscaping would be installed on the project site.	
Solid Waste Reduction Measures			
Measure SR-13: Construction and Demolition (C&D) Waste Diversion. Meet mandatory requirement to divert 50% of C&D waste from landfills by 2020 and exceed requirement by diverting 90% of C&D waste from landfills by 2035.	<p>Compliant. The project would comply with Measure SR-13: Construction and Demolition Waste Diversion. Effective July 1, 2014, CalGreen, the State's Green Building Standards Code, requires jurisdictions to divert a minimum of 50% of their nonhazardous C&D waste from landfills. Reductions for the year 2020 assume that 100% of new construction and applicable retrofit projects meet the minimum diversion rates established by the state. For 2035, this measure assumes that C&D waste diversion would increase to 90% for new construction and retrofit projects. This increase is in line with GAP Goal 6.A which aims to develop measures to encourage that a minimum of 90% of recoverable waste from all construction sites be recycled throughout Riverside by 2015, beginning with 40% in 2010 and increasing by 10% each year thereafter.</p> <p>At least 50 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) would be reused/recycled.</p>		
Transportation and Motor Vehicle Measures			
Measure SR-6: Pavley and Low Carbon Fuel Standard (LCFS).	<p>Compliant. The project would comply with Measure SR-6: Pavley and Low Carbon Fuel Standard. The Air Resources Board identified this measure as a Discrete Early Action Measure. This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.</p> <p>The project does not involve the manufacture, sale, or purchase of vehicles. However, vehicles that operate within and access the project site would comply with Pavley and Low Carbon Fuel Standard.</p>		
Energy Measures			
Measure E-2: Shade Trees. Strategically plant trees at new developments to reduce the urban heat island effect.	<p>Compliant. The project would comply with Measure E-2: Shade Trees. Planting additional trees in urban environments has a number of benefits, including lowering peak-load energy demands during the hottest months, enhancing the visual aesthetic of a community, and naturally sequestering carbon dioxide. Properly selected and located shade trees can help keep indoor temperatures low, thereby reducing air conditioner demands and utility costs. Trees can also provide shade for parking lots and other paved areas, reducing urban heat island effect communitywide. Landscaping and shade trees would be provided throughout the project site.</p>		
8. HAZARDS & HAZARDOUS MATERIALS.			
Would the project:			
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8a. Response: (Source: GP 2025 Public Safety Element; GP 2025 FPEIR; California Health and Safety Code; Title 49 of the Code of Federal Regulations; Title 13, Title 8, Title 22, and Title 26 of the California Code of Regulations; California Building Code; Riverside Fire Department Emergency Operations Plan (EOP); 2002 and Riverside Operational Area – Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP); 2004 Part 1; and Office of Emergency Services (OEM's) Strategic Plan)			

Less Than Significant Impact. Construction of the proposed project has the potential to create a hazard to the public or environment through the routine transportation, use, and disposal of construction-related hazardous materials such as fuels, oils, solvents, and other materials. These materials are typical of materials delivered to construction sites. During the car wash operations, potential hazardous materials include water-based chemicals used to clean cars; these chemicals will be stored in 10 to 30 gallon barrels within secondary containment on the car wash site. Potential hazardous materials on the future single-family residential site may include petroleum products, pesticides, fertilizer, and other household hazardous products.

A number of Federal and State agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage, and response to upsets or accidents are primarily subject to Federal regulation by the United States Department of Transportation Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations. California regulations applicable to hazardous material transport, storage, and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/Occupational Safety and Health Administration (OSHA)), Title 22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations, and Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials.

As the proposed project will be required to comply with all Federal, State, and local laws related to the transportation, use, storage, and response to upsets or accidents that may involve hazardous materials, impacts are considered to be **less than significant** directly, indirectly, and cumulatively, and no mitigation is required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

8b. Response: *(Source: Phase 1 Environmental Site Assessment (Appendix D); GP 2025 Public Safety Element; GP 2025 FPEIR; California Health and Safety Code; Title 49 of the Code of Federal Regulations; Title 13, Title 8, Title 22, and Title 26 of the California Code of Regulations; California Building Code; Riverside Fire Department EOP; 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP; 2004 Part 1; and OEM’s Strategic Plan)*

Less Than Significant Impact with Mitigation Incorporated. A Phase 1 Environmental Site Assessment (ESA) was completed for the project site in November 2017 by ENCON Solutions Inc. to evaluate the site for potential recognized environmental conditions (RECs). The Phase 1 ESA was prepared in accordance with the ASTM E 1527-13 Standard Practice for ESAs. Based on the review of historical resources by ENCON, the project site was undeveloped prior to the 1940s. It appears that the residence was built between 1948 and 1953 with additions added by 1985. Historic City directory listings indicate the project site was used for commercial uses in the 2000s. According to the property owner, the residence has been unoccupied for at least two years. Given that the existing structures are proposed for demolition and because the existing structures were constructed prior to 1978, there is the possibility of asbestos containing material and lead base paint that may result in the release of hazardous materials into the environment during demolition activities. Implementation of mitigation measures **MM HAZ-1 and MM HAZ-2** shall be incorporated for testing of asbestos containing material and lead base paint.

A site reconnaissance was conducted by ENCON on November 1, 2017. ENCON observed that the project site is developed with three vacant, residential related buildings, paved parking area, and a trash enclosure located on the southern portion of the site (on the proposed car wash site) and the northern portion of the site undeveloped (on the future single-family residential site). ENCON also observed a septic tank system on the west side of the vacant residence and an out-of-service private water well inside the barn. No evidence of sumps, clarifiers, underground storage tanks, or other feature of environmental concern was observed by ENCON at the time of the site reconnaissance.

A review of Environmental Database Resources Radius Map database search was conducted by ENCON to assess potential off-site facilities that would be contributing hazardous substances to the project site and represent an REC. Seven listings for four properties (Inland Plumbing located at 18805 Van Buren Boulevard, Best Liquor & Dairy located at 18600 Van Buren Boulevard, Circle K Store #801 located at 18965 Van Buren Boulevard, and Lawler Woodcrest Service located at 18400 Van Buren Boulevard) was noted as State/Tribal Leaking Storage Tank. The Inland Plumbing business was listed on the Leaking Underground Storage Tank database due to a soil contamination case that received closure on March 21, 2005. Based on the contamination confined within the soil media and closed regulatory status, ENCON concluded that this site is not assessed as an environmental concern for the project site. Additionally, the remaining Leaking Underground Storage Tank sites are not assessed to pose a significant risk to the project site based on ENCON’s determination of the respective horizontal distances from the project site. As mentioned in Threshold 8a above, the proposed project will be required to comply with Title 49 of the Code of Federal Regulations; Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of Hazardous Waste),

Title 26 (Toxics) of the California Code of Regulations; and Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials.

Based on compliance with all Federal, State, and local laws related to the transportation, use, storage, and response to upsets or accidents that may involve hazardous materials and incorporation of **MM HAZ-1 and MM HAZ-2**, impacts are considered to be **less than significant with mitigation incorporated** directly, indirectly, and cumulatively.

Mitigation Measures

MM HAZ-1: Prior to the issuance of a demolition or grading permit, the project applicant shall provide evidence to the City of Riverside Community & Economic Development Department, Building Division staff, for review and approval, that testing for lead base paint has been conducted.

MM HAZ-2: Prior to the issuance of a demolition or grading permit, the project applicant shall submit to the City of Riverside Community & Economic Development Department, Building Division staff, for review and approval, evidence that any onsite asbestos containing material or lead base paint contaminated material identified in any site-specific hazardous material investigation, has been removed, remediated, and/or disposed of pursuant to the applicable local, regional, and/or State requirements. The removal and disposal of any such material shall be documented as part of a hazardous waste abatement report to be reviewed by the City prior to the issuance of demolition or grading permits.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

☐
☐
☒
☐

8c. Response: (Source: GP 2025 Public Safety and Education Elements; GP 2025 FPEIR Table 5.7-D – CalARP RMP Facilities in the Project Area; Figure 5.13-2 – Riverside Unified School District (RUSD) Boundaries; Table 5.13-D – RUSD Schools; California Health and Safety Code; Title 49 of the Code of Federal Regulations; Title 13, Title 8, Title 22, and Title 26 of the California Code of Regulations; California Building Code; and California Building Code)

Less Than Significant Impact. Martin Luther King High School is located approximately 0.13 mile south of the project site. The proposed project may pose a potential health risk to nearby existing or proposed schools; however, use of hazardous materials during demolition, construction, and occupation of the proposed project would be subject to all applicable Federal, State, and local statutes and regulations. Compliance would ensure that children, teachers, staff, and visitors at the nearby schools are not exposed to hazardous materials.

Hazardous material transport, storage, and response to upsets or accidents are primarily subject to Federal regulation by the United States Department of Transportation Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations. California regulations applicable to hazardous material transport, storage, and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations, and Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials.

As the proposed project will be required to comply with all Federal, State, and local laws related to the transportation, use, storage, and response to upsets or accidents that may involve hazardous materials, impacts related to emitting hazardous emissions or handling of hazardous materials within one-quarter mile of a school are considered to be **less than significant** directly, indirectly, and cumulatively, and no mitigation is required.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

☐
☒
☐
☐

8d. Response: (Source: GP 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites, and Cortese)

Less Than Significant Impact With Mitigation Incorporated. No hazardous materials sites, compiled pursuant to Government Code Section 65962.5, are depicted on or adjacent to the project site. The Environmental Database Resources consulted as part of the Phase 1 ESA revealed seven listings on four properties (Inland Plumbing located at 18805 Van Buren Boulevard, Best Liquor & Dairy located at 18600 Van Buren Boulevard, Circle K Store #801 located at 18965 Van Buren Boulevard, and Lawler Woodcrest Service located at 18400 Van Buren Boulevard) was noted as State/Tribal Leaking Storage Tank. The Inland Plumbing business was listed on the Leaking Underground Storage Tank database due to a soil contamination case that received closure on March 21, 2005. Based on the contamination confined within the soil media and closed regulatory status, ENCON concluded that this site is not assessed as an environmental concern for the project site. Additionally, the remaining Leaking Underground Storage Tank sites are not assessed to pose a significant risk to the project site based on ENCON's determination of the respective horizontal distances from the project site.

As discussed under Threshold 8b above, given that the existing structures are proposed for demolition and because the existing structures were constructed prior to 1978, there is the possibility of asbestos containing material and lead base paint that may result in the release of hazardous materials into the environment during demolition activities. Implementation of mitigation measures **MM HAZ-1 and MM HAZ-2** shall be incorporated for testing of asbestos containing material and lead base paint. As such, impacts related to hazardous materials are considered to be **less than significant with mitigation incorporated** directly, indirectly, and cumulatively.

Mitigation Measures

Refer to mitigation measures **MM HAZ-1 through MM HAZ-2** above under Threshold 8b.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

8e. Response: (Source: GP 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, March Air Reserve Base/March Inland Port Airport Land Use Plan (2014))

Less Than Significant Impact. The project site is located approximately 4 miles west of the March Air Reserve Base and is within Zone D – Flight Corridor Buffer of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP) area. The proposed car wash and single-family residence on the project site is not a prohibited use under Zone D of the March Air Reserve Base/Inland Port ALUCP. On August 10, 2017, the Riverside County Airport Land Use Commission determined that the City's proposed General Plan Amendment (Planning Case P15-1010) related to Land Use and Urban Design, Public Safety, Noise, Circulation and Community Mobility and Zoning Code Text amendments (Planning Case P17-0124) related to eliminating Chapter 19.170 – Airport Protection Overlay Zone, adding Chapter 19.149 – Airport Land Use Compatibility, minor revisions with regards to Chapter 19.149 – Airport Land Use Compatibility, and removal of "AP" Overlay Zone from the Zoning Maps (Planning Case P17-0838) were consistent with the March Air Reserve Base/Inland Port ALUCP. The amendments were not new regulations, but were clarified for consistency with the March Air Reserve Base/Inland Port ALUCP as required by state law. The City Planning Commission and subsequently the City Council approved the above referenced General Plan and Zoning Code/Map amendments on November 30, 2017 and February 6, 2018, respectively. City staff has reviewed the project plans and consulted with ALUC staff and determined that the proposed project would not impact people residing or working in the project area given that the proposed uses are not prohibited uses under Zone D of the March Air Reserve Base/Inland Port ALUCP. As such, implementation of the proposed project will have **less than significant impact** related to people residing or working in the March Air Reserve Base/Inland Port ALUCP area directly, indirectly, and cumulatively. No mitigation is required.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

8f. Response: (Source: GP 2025 Figure PS-6 – Airport Safety Zones and Influence Areas)

No Impact. The proposed project is not located within proximity of a private airstrip. Therefore, implementation of the proposed project will have **no impact** related to people residing or working in the project area directly, indirectly, or cumulatively. No mitigation is required.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

8g. Response: (Source: City of Riverside EOP)

Less Than Significant Impact. The proposed project is located in an urbanized area and will be served by the surrounding network of existing streets. The proposed express car wash facing Van Buren Boulevard will be required to provide a deed for widening Van Buren Boulevard to 60 feet from monument centerline to City Public Works specifications and the future single-family residence facing Colt Street will be required to provide a deed for widening Colt Street to 33 feet from monument centerline to City Public Works specifications. The proposed closure of unused driveways and proposed driveway locations and dimensions will be constructed to City Public Works and City Fire Department's specifications. The proposed project shall comply with the City's Emergency Operations Plan (EOP) which will be reviewed by City staff as part of the entitlement process. Temporary street closure may be necessary during construction activities. Any street closure will be of short duration so as not to interfere or impede with any emergency response or evacuation plan. Since the proposed project is designed where emergency responders will have access to the project site, impacts related to the interference of the City's EOP is considered to be **less than significant** directly, indirectly, or cumulatively. No mitigation is required.

- 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?

☐☐☐☒

8h. Response: (Source: GP 2025 Figure PS-7 – Fire Hazard Areas)

No Impact. The project site is located in an urbanized area where no wildland fires exist surrounding the site. As depicted on Figure PS-7 – Fire Hazard Areas in the City's GP 2025, the project site is not within a fire hazard area. Therefore, **no impact** related to wildland fires directly, indirectly, or cumulatively will occur. No mitigation is required.

9. HYDROLOGY AND WATER QUALITY.

Would the project:

- a. Violate any water quality standards or waste discharge requirements?

☐☐☒☐

9a. Response: (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water, Preliminary Water Quality Management Plan (Appendix E))

Less Than Significant Impact. The Santa Ana Regional Water Quality Control Board (RWQCB) sets water quality standards for all ground and surface waters within the project's region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). The proposed project site is located within the Santa Ana River Watershed.

Activities associated with the construction of the proposed project would include grading, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off-site which could impact water quality. However, the project developer is required to prepare a SWPPP pursuant to the statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects. Through compliance with the regulatory requirements of the NPDES Statewide General Construction Permit and on-site drainage facilities, the proposed project is not expected to violate any water quality standards or waste discharge requirements during construction.

Development of the proposed car wash would add impervious surfaces to the site through associated parking, vacuum stations, building foundation, and drive aisles. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the car wash has the potential to release pollutants resulting from replacing vacant areas with roadways, walkways, and parking lots. These improvements may potentially impact water quality. The proposed car wash would be required to comply with the NPDES permit and Waste Discharge Requirements for Riverside County, of which the City is a co-permittee. The City is responsible for discharges into its municipal separate storm sewer system (MS4) facilities to the extent of its legal authority and as required by federal regulations (40 C.F.R. § 122.26(d)(2)(i)), the City shall control discharges of pollutants into the MS4 to the maximum extent practicable (MEP). Although not held liable for pollutants coming from outside sources, if the City authorizes the connection of other dischargers into their MS4 systems, the City is required by the Order to approve a written Water Quality Management Plan (WQMP) describing post-construction BMPs to control the discharges of pollutants into the

MS4 to the MEP. The permittees are responsible for several plans to reduce pollutants in urban runoff, including a WQMP for certain new development and redevelopment projects. The proposed project meets the threshold of a Priority Development Project since it involves more than 10,000 square feet of impervious surface.

A Preliminary WQMP for the proposed car wash was prepared by SPB Engineering, Inc. (Appendix E). As noted in the Preliminary WQMP, runoff from the site will sheet flow to the proposed Bio-treatment BMP Filterra, proposed planters and landscaped areas, or be collected by inlets and storm drain system. Approximately 11,060 square feet of landscaped area is included on the car wash site (approximately 17 percent of the car wash site will be landscaped). The Preliminary WQMP will be reviewed and approved by City staff. Subsequently, a “final Project-Specific WQMP” will be submitted to the City for additional review and approval prior to the issuance of grading/building permits. The final WQMP shall be in substantial conformance with the Preliminary WQMP that was submitted during the entitlement process. Thus, through BMPs combined with compliance with existing regulations such as the implementation of the WQMP, the proposed car wash will not violate water quality standards or waste discharge requirements.

The proposed single-family residence is not proposed at this time but will be constructed sometime in the future. Project plans for the residence will be submitted to the City for review and approval to ensure that no violation to water quality standards would occur including compliance with the NPDES. Based on the above discussion, impacts related to water quality are considered to be **less than significant** directly, indirectly, and cumulatively, and no mitigation is required.

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: Figure 5.16-3 – Water Service Areas and Western Municipal Water District (WMWD) Urban Water Management Plan (UWMP) (2016))

Less Than Significant Impact. Water service for the site will be provided by Western Municipal Water District (WMWD). There are four primary groundwater basins relevant to WMWD’s supplies which are used as reservoirs to store water during wet years and to supply stored water in dry years. These are the Riverside-Arlington Basin (and Arlington subbasin), the Temecula-Murrieta Basin, the San Bernardino Basin Area, and the Chino Basin. The project site is located within the Riverside-Arlington Basin.

The proposed project does not include the use of on-site groundwater for its potable or irrigation sources. Local groundwater will not be used for supply to the project. The project site will use recycled water for irrigation purposes and potable sources will come from WMWD. The proposed car wash site has been designed to maximize the landscaped areas (approximately 11,060 square feet) thereby minimizing the impervious area to the maximum extent possible. Runoff from the site will disperse into bio-treatment areas or landscaped areas prior to being discharged into the City storm drain. The future single-family residential site will include a front yard and background with landscape and pervious surfaces to promote percolation. Given the relatively small size of the project site (2.2 acres) and incorporation of pervious areas (landscape) on the site, there will not be a substantial effect upon groundwater recharge within the groundwater basin. Additionally, pursuant to the WQMP requirements, the developed site must not discharge more than what has been discharging historically from the site; therefore, percolation will still occur in the developed site. Consequently, impacts related to groundwater recharge are considered to be **less than significant** directly, indirectly, and cumulatively, and no mitigation is required.

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

9c. Response: (Source: Proposed Project and Drainage Study (Appendix F))

Less Than Significant Impact. There are no streams or rivers currently mapped at the project site and the project site is not impacted by any off-site flows. The project site is relatively flat. The existing project site does not have any other features or facilities promoting infiltration except those that occur as surface runoff flow across the barren dirt or landscaped areas to the storm drain. General sheet flow conditions would be maintained and the site would be designed with retention features and permeable areas to ensure runoff from regular rain events are retained on site. The proposed project will include modified filtration trenches, sand filter basin, bio-retention depressed landscape to allow for infiltration, underground infiltration basin,

and other BMP treatments to allow as much pervious surface area on the car wash site. Additionally, the project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing an SWPPP for the prevention of runoff during construction activities.

The proposed single-family residence is not proposed at this time but will be constructed sometime in the future. Project plans for the residence will be submitted to the City for review and approval to ensure that the residential development does not substantially alter existing drainage pattern on the residential site and would ensure compliance with the NPDES. Based on the above discussion, the proposed project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite. Impacts are considered **less than significant** directly, indirectly, and cumulative, and no mitigation is required.

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: Proposed Project and Drainage Study (Appendix F))

Less Than Significant Impact. There are no streams or rivers currently mapped at the project site and the project site is not impacted by any off-site flows. On-site flows generated by the proposed project will be collected and conveyed using a combination of modified filtration trenches, sand filter basin, bio-retention depressed landscape, underground infiltration basin, and other BMP treatments to allow as much pervious surface area on the car wash site, thus, providing flood protection on site.

The proposed single-family residence is not proposed at this time but will be constructed sometime in the future. Project plans for the residence will be submitted to the City for review and approval to ensure that the residential development does not substantially alter existing drainage pattern on the residential site that would result in flooding. Based on the above discussion, the proposed project will not 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 onsite or offsite flooding. Impacts are considered **less than significant** directly, indirectly, and cumulative, and no mitigation is required.

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: Proposed Project, SWPPP, and NPDES)

Less Than Significant Impact. The proposed project would include retention features that would help prevent increases in the rate or volume of storm water runoff leaving the site. The project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). As stated in the permit, during and after construction, BMPs will be implemented to reduce/eliminate adverse water quality impacts resulting from development. All impacts related to runoff during demolition and grading will be addressed by the SWPPP. The site has been designed to maximize the landscaped areas, thereby minimizing the impervious area to the maximum extent practicable. All runoff from the built project site will disperse into the bio-treatment BMP Filterra or adjacent to landscape planted areas prior to discharging into the storm drain. As any sources of storm water pollution will be mitigated through adherence to NPDES permit requirements, the project will not create or contribute runoff water exceeding the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. For these reasons, impacts related to the project contributing runoff exceeding the capacity of existing or planned storm water drainage systems are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

9f. Response: (Source: Proposed Project, SWPPP, and NPDES)

Less Than Significant Impact. The project site is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). As stated in the permit, during and after construction, BMPs will be implemented to reduce/eliminate adverse water quality impacts resulting from development. All impacts related to runoff during demolition, and grading will be addressed by the SWPPP. The site has been designed to maximize the landscape areas, thereby minimizing the impervious area to the MEP. All runoff from the built project site will disperse into bio-treatment BIO

Filterra or adjacent to landscape planted areas prior to discharging into the storm drain. As any sources of storm water pollution will be mitigated through adherence to NPDES permit requirements, the project will not create or contribute runoff water exceeding the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. For these reasons, there will be a less than significant impact directly, indirectly, and cumulatively from sources of water quality degradation. No mitigation is required.				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
9g. Response: (Source: GP 2025 Figure PS-4 – Flood Hazard Areas and FEMA Flood Hazard Map)				
Less Than Significant Impact. The proposed project includes a car wash and future single-family residence in the Federal Emergency Management Agency (FEMA) Zone D (FEMA Map 06065C0740G), an area of undetermined flood hazard. However, as depicted on Figure PS-4 – Flood Hazard Areas, the project site is not located within a flood hazard area. Therefore, implementation of the future single-family residence will not have an impact related to 100-year flood hazard. Impacts are considered to be less than significant directly, indirectly, and cumulatively. No mitigation is required.				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9h. Response: (Source: GP 2025 Figure PS-4 – Flood Hazard Areas and FEMA Flood Hazard Map)				
Less Than Significant Impact. The proposed project includes a car wash and future single-family residence in FEMA Zone D (FEMA Map 06065C0740G), an area of undetermined flood hazard. However, as depicted on Figure PS-4 – Flood Hazard Areas, the project site is not located within a flood hazard area. Therefore, implementation of the proposed project will not have an impact related to 100-year flood hazard. Impacts are considered to be less than significant directly, indirectly, and cumulatively. No mitigation is required.				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9i. Response: (Source: GP 2025 Figure PS-4 – Flood Hazard Area and FEMA Flood Hazard Map)				
Less Than Significant Impact. The project site is located within FEMA Zone D (FEMA Map 06065C0740G), an area of undetermined flood hazard. However, the project site is not located within a dam inundation area and development exists between the dam and the project site where flooding at the project site is unlikely. Therefore, the potential to place a structure within an area that would expose people or structure to a significant risk of loss, injury, or death as a result of the failure of a levee or dam will be less than significant directly, indirectly, and cumulatively. No mitigation is required.				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9j. Response: (Source: GP 2025 Figure PS-4 – Flood Hazard Area, Figure OS-4 – Arroyos, and Figure OS 8.1 – Rivers, Creeks and Streams)				
Less Than Significant Impact. The project site is located approximately 35 miles from the Pacific Ocean, with mountain ranges in between and would not be impacted by a tsunami. The project site is located inland and no larger bodies of water are located within the site's vicinity. There are two seasonal drainages both located over 500 feet to the west and north of the project site. However, the seasonal drainages do not traverse the project site and the site is located in an urbanized area where development exists between the site and the drainages. Therefore, the potential of tsunamis or seiches affecting the site is considered low. The project site is not located near slopes or mountainous areas that would contribute to mudflow risks. Given the project's location and since there are no features nearby that would pose a threat from seiche, tsunami, or mudflow, impacts are considered less than significant either directly, indirectly, and cumulatively. No mitigation is required.				
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: Proposed Project)				

<p>No Impact. The proposed project will be developed within an urbanized area surrounded by existing development and roadways. No creation of streets that could alter the existing surrounding pattern of development or an established community is proposed. As such, no impacts would occur directly, indirectly and cumulatively. No mitigation is required.</p>				
<p>b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10b. Response: (Source: GP 2025, Zoning Map, Orangecrest Specific Plan)</p> <p>No Impact. The express car wash site is zoned CR-S-2-X-15/50-SP – Commercial Retail, Building Stories (maximum of 2 stories), Building Setback (a minimum setback of 15 feet from Van Buren Boulevard and 50 feet from adjacent residential properties) and Specific Plan (Orangecrest) Overlay Zones and has a General Plan land use designation of C – Commercial. The future proposed single-family residential site is zoned R-1-13000-SP – Single Family Residential and Specific Plan (Orangecrest) Overlay Zones and has a General Plan land use designation of SRR – Semi Rural Residential. The proposed uses on the project site are uses allowed and consistent with the City’s Zoning, Specific Plan, and General Plan land use designations for the site. No impacts related to conflict with the City’s Zoning, Specific Plan, and General Plan would occur with implementation of the proposed project directly, indirectly, and cumulatively. No mitigation is required.</p>				
<p>c. Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10c. Response: (Source: MSHCP, GP 2025 Figure OS-6 – Stephens’ Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), SKR HCP)</p> <p>No Impact. The City is a Permittee under the Western Riverside MSHCP; therefore, the project is subject to applicable provisions of the MSHCP. The project site is not located in an area subject to a Criteria Cell under the MSHCP and therefore, has no Conservation requirements toward building out the MSHCP Reserve. Additionally, the project site is not located within the SKR core reserves or SKR HCP. As such, the project will have no impact on the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved, local, regional, or State habitat HCP directly, indirectly, and cumulatively. No mitigation is required.</p>				
<p>11. MINERAL RESOURCES.</p> <p>Would the project:</p>				
<p>a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11a. Response: (Source: GP 2025 Figure OS-1 – Mineral Resources and GP 2025 Open Space and Conservation Element)</p> <p>No Impact. The proposed project would not involve extraction of mineral resources. As depicted on Figure OS-1 – Mineral Resources in the City’s GP 2025, the project site is designated as Mineral Resource Zone 3 (MRZ-3), which denotes areas that contain known or inferred mineral occurrences of undetermined mineral resource significance. However, the City’s GP 2025 provides no specific policies regarding property identified as MRZ-3 and has not designated the project site for mineral resources related uses. There is no historical use of the site or surrounding area for mineral extraction purposes. Additionally, a portion of the project site has been previously disturbed, excavated, filled, graded, and leveled and is currently developed with a residence. Therefore, the proposed project will have no impact on mineral resources directly, indirectly, and cumulatively. No mitigation is required.</p>				
<p>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11b. Response: (Source: GP 2025 Figure OS-1 – Mineral Resources, GP 2025 Open Space and Conservation Element, GP 2025 FPEIR Volume 2 Section 5.10 – Mineral Resources)</p> <p>No Impact. The City’s GP 2025 FPEIR determined that there are no specific areas within the City limits, which includes the project site, that have locally-important mineral resource recovery sites and that the implementation of the City’s GP 2025 would not significantly preclude the ability to extract State-designated resources. The proposed project is consistent with the</p>				

City's GP 2025. Therefore, the proposed project will have **no impact** on locally significant mineral resources directly, indirectly, and cumulatively. No mitigation is required.

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?

☐
☐
☒
☐

12a. Response: (Source: Noise Impact Study (Appendix G) and Title 7 – Noise Control)

Less Than Significant Impact. Construction and operation of the proposed project will introduce new noise sources to the project vicinity. The closest sensitive receptors to the proposed car wash site would be the future single-family residence immediately adjacent to the car wash site to the north. The closest sensitive receptors to the future single-family residence on site are residential uses approximately 56 feet to the north of the residential site. To evaluate noise impacts, a Noise Impact Study was prepared for the proposed car wash by MD Acoustics (Appendix G).

Construction Activities

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the proposed project. Noise construction activities were evaluated against the construction noise standards in the City's Municipal Code Title 7 - Noise Control. Per Section 7.35.020.E of the City's Municipal Code, noise sources associated with construction, repair, modeling, or grading of a property is exempt from the City's Municipal Code provided that construction activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or any time on Sunday or a federal holiday. Because construction of the proposed car wash and single-family residence will take place between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays, and no construction will occur on Sundays or on a federal holiday, which is consistent with the City's Municipal Code Title 7 – Noise Control, noise impacts related to construction activities are considered **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

Operational Activities

The proposed project includes operation of an express car wash with a tunnel and 31 vacuums and a future single-family residence. The future single-family residence will include operational noise such as family vehicles driving in and out of the driveway and typical noise from landscape maintenance, pets, parties, and conversations. The future single-family residence is subject to compliance with Title 7 – Noise Control of the City's Municipal Code.

To assess for potential operational noise from the proposed express car wash, MD Acoustics conducted a 23-hour ambient noise measurement on the project site from June 13, 2017 to June 14, 2017 (see **Figure 7**). Noise measurements were taken to determine the existing ambient noise levels. Traffic along Van Buren Boulevard was noted by MD Acoustics as the primary sources of noise impacting the project site and the surrounding area.

SoundPLAN acoustical modeling software was utilized by MD Acoustics to model future worst-case stationary noise impacts to the adjacent land uses. Four receptors were modeled to evaluate the proposed car wash's operational impacts (see **Figure 8**). The future worst-case noise level projections were modeled using reference sound level data for the various stationary on-site sources (e.g., car wash equipment). The model assumes that the car wash tunnel is approximately 160 feet long, 10-25 feet high, and 34 feet wide. The upper blowers were modeled at 12 feet high (at the middle of the tunnel) and the side blowers were modeled at 4 feet high. Blowers (Aerodry or equivalent) was assumed to be positioned at approximately 10 feet from the exit. For a worst-case noise analysis, the blowers were assumed to be always operational during business hours when in reality the noise will be intermittent and cycle on/off depending on customer usage. All other noise producing equipment (e.g., compressors, pumps) was assumed to be housed within mechanical equipment rooms. Vacuum motors will be housed within cement masonry unit enclosures. The model includes the proposed 6-foot tall block wall between the car wash site and the future residential site (along the north property line).

As shown in **Table 12-A – Worst-Case Predicted Operational Leq/CNEL Noise Levels (dBA)**, the maximum operational car wash noise level is anticipated to be 52.0 dBA Leq at the future residential property line closest to the proposed car wash and 57.9 dBA Leq at the most impacted commercial property line (south of the car wash site) which are below the City's 55 dBA and 65 dBA daytime exterior noise threshold for residential and commercial uses, respectively. Noise impacts during operational activities are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

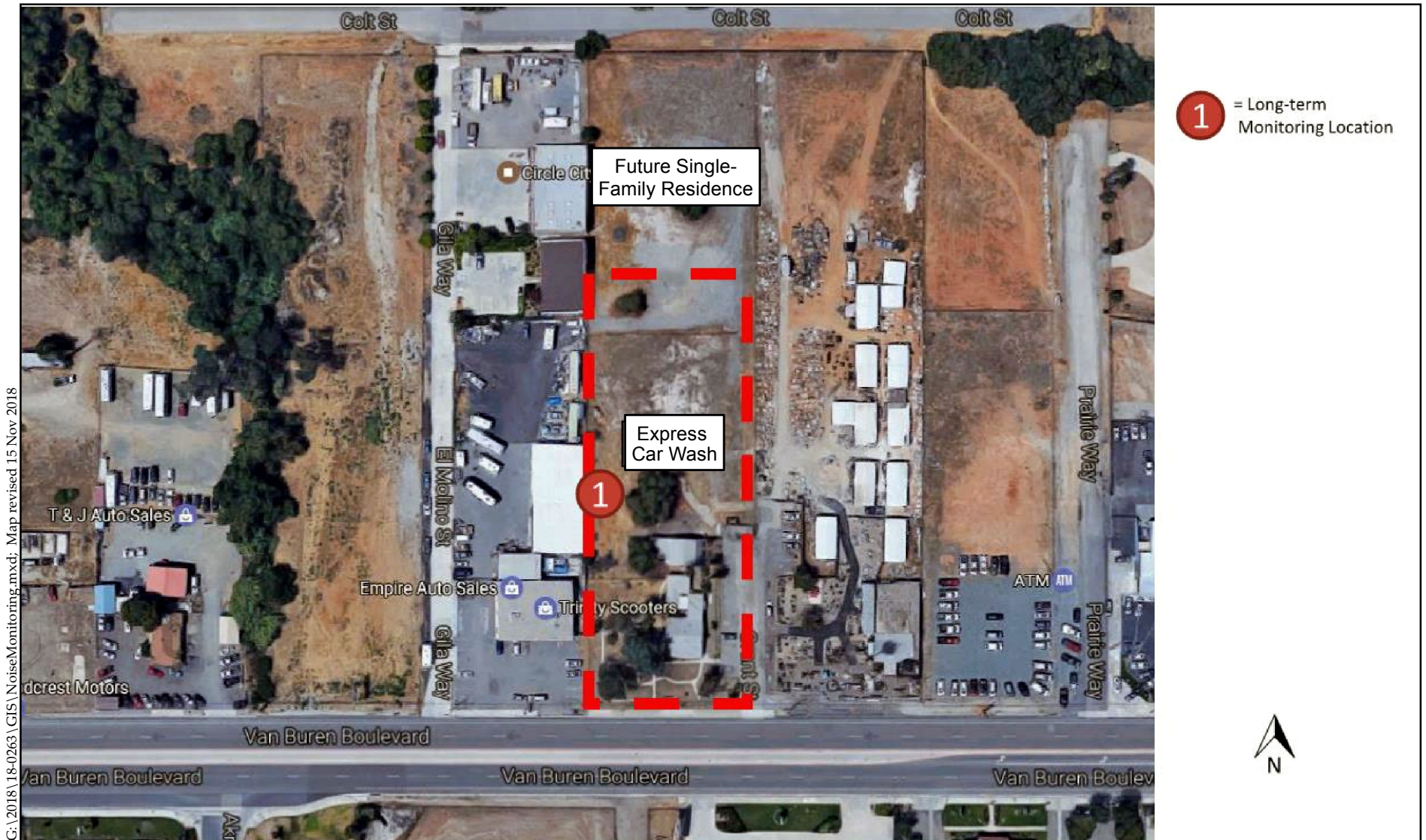
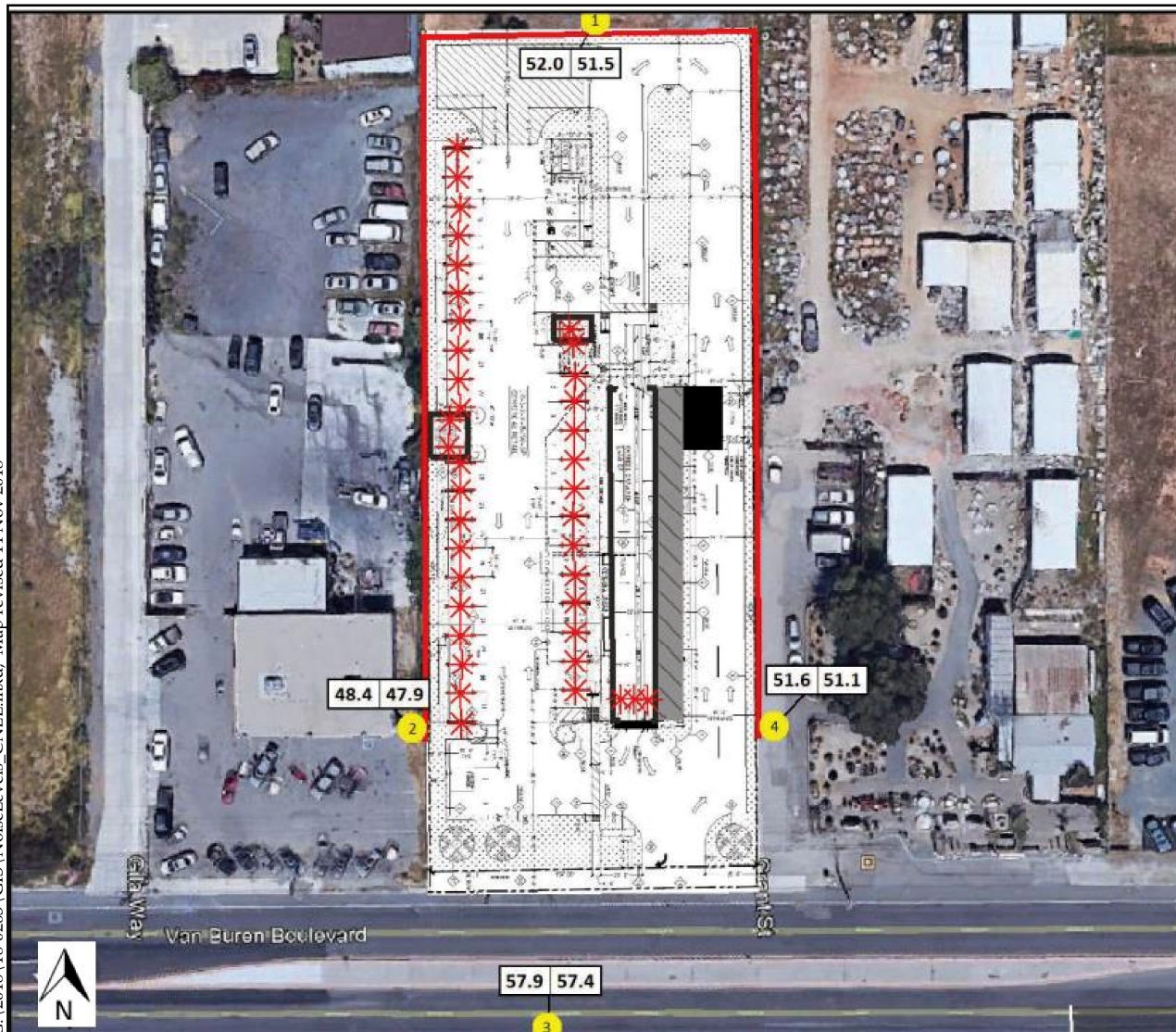


Figure 7 - Long Term Measurement Location
Express Car Wash and Future Single-Family Residence



G:\2018\18-0263\GIS\NoiseLevels_CNEL.mxd; Map revised 14 Nov 2018



Source: Noise Impact Study, MD Acoustics, 2018.

Figure 8 - Operational Noise Levels Leq(h) and CNEL
Express Car Wash and Future Single-Family Residence



Table 12-A – Worst-Case Predicted Operational Leq Noise Levels (dBA)

Receptor	Existing Ambient Noise Level (dBA, Leq)	Project Noise Level (dbA, Leq)	Total Combined Noise Level (dBA, Leq)	City Exterior Day Noise Standard (dBA) ¹	Exceeds Standards?
1 (North Property Line – Future Residential)	50.2	52.0	54.2	55	No
2 (South of car wash site - Commercial)	50.2	57.9	58.6	65	No
3 (West Property Line - Commercial)	50.2	51.6	54.0	65	No
4 (East Property Line - Commercial)	50.2	51.2	53.7	65	No

Source: Noise Impact Study (Appendix G) and Title 7 – Noise Control.

Notes: Leq = Equivalent Sound Level. dBA = A-Weighted Decibels.

Car Wash operations is assumed to be in operation between the hours of 7:00 a.m. and 10 p.m. seven days a week.

¹ Per Title 7 of the City’s Municipal Code, the exterior noise threshold during the hours of 7:00 a.m. and 10 p.m. is 55 dBA for residential and 65 dbA for commercial.

In regards to future interior noise for the future single-family residence, typically a “windows closed” condition assumes a 20 dBA noise reduction from building construction techniques. The anticipated interior noise level from the car wash operation plus existing ambient noise at the future residential site will be 38.7 dBA CNEL with the “windows closed.” The projected interior noise levels are anticipated to not exceed the City’s 45 dBA CNEL threshold.

In regards to noise from traffic, generally, a doubling of traffic is required to generate a perceptible increase (3 dBA) in noise. Because the proposed project will not double the amount of traffic along Van Buren Boulevard or Colt Street, long-term vehicular traffic noise impacts would not be significant. Impacts are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

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

12b. Response: (Source: Noise Impact Study (Appendix G) and Noise and Vibration Impact Assessment Manual)

Less Than Significant Impact. Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed car wash and future single-family residence will not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The two pieces of construction equipment with the most potential to cause vibratory impact are the trucks and rollers. According to the Federal Transit Administration’s *Noise and Vibration Impact Assessment Manual*, a loaded truck has a PPV of 0.076 inches per second (86 vibration decibels (VdB) at 25 feet, and a vibratory roller has a PPV of 0.210 inches per second (94 VdB) at 25 feet. A vibration level up to 0.5 inches per second (102 VdB) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 inches per second (94 VdB). The nearest building subject to vibration is located approximately 15 feet west from the construction site (commercial building located at 18720 Van Buren Boulevard Riverside, CA 92508). Therefore, the maximum PPV at the noise location is 0.164 inches per second (92.7 VdB) for the truck and 0.452 inches per second (100.7 VdB) for the roller which are below the FTA’s threshold of 0.5 inches per second (102 VdB)². It should be noted that this is a worst-case vibration analysis of the construction work near the proposed vacuum stations closest to the commercial building; construction will shift as areas of the site has completed construction activities.

² A vibration level up to 0.5 inches per second (102 VdB) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage.

Furthermore, it should be noted that noise sources associated with construction activities are exempt from the City's Municipal Code Title 7 – Noise Control provided that construction activities take place between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays, and no construction will occur on Sundays or on a federal holiday. The proposed project will comply with the allowable construction days and hours from the City's Municipal Code Title 7 as mentioned above. As such, impacts are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐
☐
☒
☐

12c. Response: (Source: Noise Impact Study (Appendix G))

Less Than Significant Impact. The proposed project includes operation of an express car wash with a tunnel and 31 vacuums and a future single-family residence. The future single-family residence will include operational noise such as family vehicles driving in and out of the driveway and typical noise from landscape maintenance, pets, parties, and conversations. The future single-family residence is subject to compliance with Title 7 – Noise Control of the City's Municipal Code.

To assess for potential operational noise from the proposed express car wash, MD Acoustics conducted a 23-hour ambient noise measurement on the project site from June 13, 2017 to June 14, 2017 (see **Figure 7**). Noise measurements were taken to determine the existing ambient noise levels. Traffic along Van Buren Boulevard was noted by MD Acoustics as the primary sources of noise impacting the project site and the surrounding area.

SoundPLAN acoustical modeling software was utilized by MD Acoustics to model future worst-case stationary noise impacts to the adjacent land uses. Four receptors were modeled to evaluate the proposed car wash's operational impacts (see **Figure 8**). The future worst-case noise level projections were modeled using reference sound level data for the various stationary on-site sources (e.g., car wash equipment). The model assumes that the car wash tunnel is approximately 160 feet long, 10-25 feet high, and 34 feet wide. The upper blowers were modeled at 12 feet high (at the middle of the tunnel) and the side blowers were modeled at 4 feet high. Blowers (Aerodry or equivalent) was assumed to be positioned at approximately 10 feet from the exit. For a worst-case noise analysis, the blowers were assumed to be always operational during business hours when in reality the noise will be intermittent and cycle on/off depending on customer usage. All other noise producing equipment (e.g., compressors, pumps) was assumed to be housed within mechanical equipment rooms. Vacuum motors will be housed within cement masonry unit enclosures. The model includes the proposed 6-foot tall block wall between the car wash site and the future residential site (along the north property line).

As shown on **Table 12-A** under Threshold 12a above, the maximum operational car wash noise level is anticipated to be 52.0 dBA Leq at the future residential property line closest to the proposed car wash and 57.9 dBA Leq at the most impacted commercial property line (south of the car wash site) which are below the City's 55 dBA and 65 dBA daytime exterior noise threshold for residential and commercial uses, respectively.

In regards to future interior noise for the future single-family residence, typically a "windows closed" condition assumes a 20 dBA noise reduction from building construction techniques. The anticipated interior noise level from the car wash operation plus existing ambient noise at the future residential site will be 38.7 dBA CNEL with the "windows closed." The projected interior noise levels are anticipated to not exceed the City's 45 dBA CNEL threshold.

Generally, a doubling of traffic is required to generate a perceptible increase (3 dBA) in noise. Because the proposed project will not double the amount of traffic along Van Buren Boulevard or Colt Street, long-term vehicular traffic noise impacts would not be significant. Noise impacts during operational activities are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

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

☐
☐
☒
☐

12d. Response: (Source: Noise Impact Study (Appendix G) and Title 7 – Noise Control)

Less Than Significant Impact. Noise construction activities were evaluated against the construction noise standards in the City's Municipal Code Title 7 - Noise Control. Per Section 7.35.020.E of the City's Municipal Code, noise sources associated with construction, repair, modeling, or grading of a property is exempt from the City's Municipal Code provided that construction activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or any time on Sunday or a federal holiday. Because construction of the proposed car

wash and single-family residence will take place between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays, and no construction will occur on Sundays or on a federal holiday, noise impacts related to construction activities are considered **less than significant** directly, indirectly and cumulatively. No mitigation is required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

12e. Response: (Source: Noise Impact Study (Appendix G), GP 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, March Air Reserve Base/March Inland Port Airport Land Use Plan (2014))

Less Than Significant Impact. The project site is located approximately 4 miles west of the March Air Reserve Base and is within Zone D – Flight Corridor Buffer of the March Air Reserve Base/Inland Port ALUCP area which has a moderate to low noise impact related to aircrafts, but is more related to individual loud events than with cumulative noise. According to the Noise Impact Study prepared by MD Acoustics (Appendix G), the dominant source of ambient noise was from traffic along Van Buren Boulevard and not aircrafts. Therefore, implementation of the proposed project will have **less than significant impacts** related to exposing people residing or working in the project area to excessive noise levels from aircrafts directly, indirectly, and cumulatively. No mitigation is required.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

12f. Response: (Source: Noise Impact Study (Appendix G))

No Impact. The project site is not within the vicinity of a private airstrip. Therefore, implementation of the proposed project will have **no impact** related to exposing people residing or working in the project area to excessive noise levels directly, indirectly, or cumulatively. No mitigation is required.

13. POPULATION AND HOUSING. Would the project:				
--	--	--	--	--

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

13a. Response: (Source: Proposed Project)

Less Than Significant Impact. The existing single-family residence is currently unoccupied. The existing residence will be demolished for the construction of an express car wash that would employ approximately 10 employees. The employees hired for the car wash will likely be residents that currently reside in the City. A future single-family residence is proposed on the northern portion of the site where an employee may have the opportunity to purchase the house. Given the nature of the proposed uses and the likelihood that employees hired for the car wash would already reside in the City, implementation of the proposed project would not induce substantial population growth. Impacts are considered **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

13b. Response: (Source: Proposed Project)

Less Than Significant Impact. The project site is currently developed with an unoccupied single-family residence. The existing residence will be demolished for the construction of an express car wash. A future single-family residence is proposed on the northern portion of the site. Given that only one residence will be demolished and a future single-family residence will be constructed on site, implementation of the proposed project will not displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere. Impacts are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

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: Proposed Project)

No Impact. The project site is currently developed with an unoccupied single-family residence. Therefore, implementation of the proposed project will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere. **No impacts** would occur directly, indirectly, and cumulatively. No mitigation is required.

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?

☐☐☒☐**14a. Response: (Source: GP 2025 FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics)**

Less Than Significant Impact. Fire Station 11, Orange Crest Fire Station, located at 19595 Orange Terrace Parkway, is located approximately 0.9 mile northeast from the project site. It is expected that this fire station would provide first response to the proposed project. GP 2025 Policies PS-6.1 and PS-6.2 state that there should be sufficient number of fire stations and that the City's Fire Department should maintain/meet a 5 minute response time in urbanized areas. The proposed project shall be constructed in compliance with relevant Fire Codes to be inspected by Fire personnel prior to final occupancy sign off. Additionally, per City Ordinance 5948 Section 1, the proposed project will be required to pay impact fees which a portion will go towards fire services. The payment of required development impact fees will offset any impact to fire services. As such, impacts related to fire protection is considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

b. Police protection?

☐☐☒☐**14b. Response: (Source: GP 2025 Figure PS-8 – Neighborhood Policing Centers)**

Less Than Significant Impact. The closest police station to the project site is located at 8181 Lincoln Avenue, approximately 5 miles northwest of the project site. The City's police officers rotate through assignments rather than stay within one area. Incoming calls requesting police services are assigned by urgency. Priority 1 calls are typically of a life-threatening nature, such as a robbery in process or an accident involving bodily injury. Police officers strive to respond within 7 minutes to Priority 1 calls. Officers will respond to less-urgent Priority 2 calls within 12 minutes. These types of calls are not life-threatening and include such incidents such as burglary, petty theft, shoplifting, etc. The proposed car wash business anticipates including an alarm system and security cameras for the safety of its employees and guests using the car wash facility. Additionally, the proposed project will be required to pay development impact fees that will offset any impact to police protection. As such, impacts related to police protection is considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

c. Schools?

☐☐☒☐**14c. Response: (Source: GP 2025 FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, and Figure 5.13-4 – Other School District Boundaries)**

Less Than Significant Impact. The proposed project includes an express car wash with approximately 10 employees and a future single-family residence. The addition of one residence is not expected to result in a substantial increase in school-age children. Senate Bill 50, also known as Proposition 1A, was enacted to direct development fees to local school districts for the expansion or construction of school facilities. The proposed project will be required to pay applicable local school fees. The payment of required school fees will offset any impact to school services or facilities. Therefore, impacts related to schools are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

d. Parks?

☐☐☒☐**14d. Response: (Source: Proposed Project)**

<p>Less Than Significant Impact. The proposed project includes development of an express car wash with 10 employees and future single-family residence where very minimal increase related to residents will occur. The employees hired for the car wash will likely be residents that currently reside in the City. The future single-family residence may use existing neighborhood and regional parks; however, the residence will include a backyard where the family and its guests can participate in recreational activities. The City's adopted standard for development park acreage of 3 acres per 1,000 residents will not be adversely affected by the increase of approximately 10 employees and approximately 3 residents. The proposed project will be required to pay park development impact fees to cover the cost of elevated levels of maintenance. Therefore, a less than significant impact related to parks and recreational facilities would occur directly, indirectly, and cumulatively would occur. No mitigation is required.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14e. Response: (Source: GP 2025 Figure LU-8 – Community Facilities, GP 2025 FPEIR 5.13-5 – Library Facilities, Figure 5.13-6 – Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)</p> <p>No Impact. The proposed project includes development of an express car wash and future single-family residence in an urbanized area. Public facilities and services, including libraries and community centers, are provided in the neighborhood to serve this project. The proposed project will be required to pay development impact fees to cover the cost of maintenance to public facilities. Therefore, a less than significant impact related to public facilities would occur directly, indirectly, and cumulatively would occur. No mitigation is required.</p>				
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>15a. Response: (Source: Proposed Project)</p> <p>Less Than Significant Impact. The proposed project includes development of an express car wash with 10 employees and future single-family residence where very minimal increase related to residents will occur. The employees hired for the car wash will likely be residents that currently reside in the City. The future single-family residence may use existing neighborhood and regional parks; however, the residence will include a backyard where the family and its guests can participate in recreational activities. The City's adopted standard for development park acreage of 3 acres per 1,000 residents will not be adversely affected by the increase of approximately 10 employees and approximately 4 residents. The project will be required to pay park development impact fees to cover the cost of elevated levels of maintenance. Therefore, a less than significant impact related to parks and recreational facilities would occur directly, indirectly, and cumulatively would occur. No mitigation is required.</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: Proposed Project)</p> <p>No Impact. The proposed project does not include the construction of recreational facilities. Therefore, no impact would occur directly, indirectly, and cumulatively. No mitigation is required.</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"/>

16a. Response: *(Source: Proposed Project, Email Correspondence from City Staff to County dated October 25, 2017, and Email Correspondence from City Staff to WEBB dated October 10, 2018)*

Less Than Significant Impact. It was determined by the City's Traffic Engineer that implementation of the proposed project would result in under 50 peak hour vehicular trips not necessitating a Traffic Impact Analysis. Thus, given that the vehicular trips will be below 50 trips per peak hour, the Level of Service (LOS) along Van Buren Boulevard will remain the same. As such, the impacts related to CMP and LOS are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

16b. Response: *(Source: Proposed Project, Email Correspondence from City Staff to County dated October 25, 2017, and Email Correspondence from City Staff to WEBB dated October 10, 2018)*

Less Than Significant Impact. The focus of a congestion management plan (CMP) is the development of an enhanced traffic monitoring system in which real-time traffic count data can be accessed by the Riverside County Transportation Commission to evaluate the condition of the congestion management system as well as meeting other monitoring requirements at the State and Federal levels. Per the CMP-adopted LOS standard of E, when a congestion management system segment falls to F, a deficiency plan is required. Preparation of a deficiency plan is the responsibility of the local agency where the deficiency is located. Agencies identified as contributors to the deficiency are required to coordinate with the development of the plan. The deficiency plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency.

The City's GP 2025 requires LOS to conform to the CMP standards. Therefore, if the project is in compliance with the City's LOS standards, the project would be in compliance with the CMP. It was determined by the City's Traffic Engineer that implementation of the proposed project would result in under 50 peak hour vehicular trips not necessitating a Traffic Impact Analysis. Thus, given that the vehicular trips will be below 50 trips per peak hour, the LOS along Van Buren Boulevard will remain the same. As such, the impacts related to CMP and LOS are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

16c. Response: *(Source: GP 2025 Figure PS-6 – Airport Safety Zones and Influence Areas and March Air Reserve Base/March Inland Port Airport Land Use Plan (2014))*

No Impact. The project site is located approximately 4 miles west of the March Air Reserve Base and is within Zone D – Flight Corridor Buffer of the March Air Reserve Base/Inland Port ALUCP area. The proposed project does not involve any features that would change air traffic patterns. As such, **no impacts** would occur directly, indirectly, and cumulatively. No mitigation is required.

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

16d. Response: *(Source: Proposed Project)*

Less Than Significant Impact. Vehicular access to the project site would be provided via one driveway on Van Buren Boulevard for the proposed car wash and via one driveway on Colt Street for the future single-family residence. The location and new driveway size will be constructed to City Public Works' specifications. Unused driveways on the project site will be closed. Vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that serve the project site. Design of the proposed project, including curb cuts, ingress, egress, and other streetscape changes, would be subject to review by Traffic Engineering Section of the City's Public Works Department; therefore, it is reasonable that potential design hazards would be addressed during project review. Impacts related to hazardous design features would be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

16e. Response: *(Source: Proposed Project, Fire Code)*

<p>Less Than Significant Impact. Access for emergency vehicles would be provided via Van Buren Boulevard for the proposed car wash and via Colt Street for the future single-family residence. Sufficient space and turning radius for fire trucks would be provided on the project site which will be reviewed and approved by the City's Fire Department during the plan check review process. The driveway to the project site would remain open during construction, and project site access would be maintained. Therefore, implementation of the proposed project would not result in inadequate emergency access. Impacts are considered to be less than significant impact directly, indirectly, and cumulatively. No mitigation is required.</p>				
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16f. Response: <i>(Source: GP 2025 FPEIR, GP 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)</i></p> <p>No Impact. The proposed project would not affect adopted policies supporting alternative transportation and would be subject to compliance with policies, plans, and programs of the City and other applicable agencies regarding alternative modes of transportation. Pedestrian accessing the project may utilize pedestrian facilities (e.g., sidewalks) that are part of the surrounding street system. A sidewalk is located along Van Buren Boulevard and can be used to access the project site. Van Buren Boulevard is served by Riverside Transit Agency Bus Route 27. The closest bus stop is located approximately 950 feet east of the project site along Van Buren Boulevard. Implementation of the proposed project would not remove or relocate any alternative transportation access points. Therefore, the proposed project does not conflict with adopted plans, policies, or programs supporting alternative transportation. Impacts are considered to be less than significant directly, indirectly, and cumulatively. No mitigation is required.</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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17a. Response: <i>(Source: Cultural Resource Report (Appendix B))</i></p> <p>No Impact. The express car wash portion of the project site is currently developed with a single-family residence, garage, and associated hardscape while the future single-family residential portion of the project site is currently vacant and undeveloped. The proposed project includes demolition of the existing residence, garage, and associated hardscape for the construction of an approximately 5,440-square-foot express car wash, an approximately 600-square-foot canopy, vacuums, and associated site improvements on approximately 1.46 acres facing Van Buren Boulevard. The approximately 0.74-acre of the project site facing Colt Street will include a future approximately 3,000-square-foot single-family residence and associated site improvements.</p> <p>As discussed in Threshold 5a above, as part of the Cultural Resource Report prepared by BFSa for the project site, BFSa's assessment of the structures on the project site concluded that the original historic and architectural characteristics of the residence and garage are not exemplary in any way. Both buildings have been expanded or modified so significantly that the original features have been masked and all original architectural integrity has diminished. Additionally, BFSa stated that no significant persons or events could be associated with the buildings and their removal will not pose a negative impact on the history or the overall character of the surrounding neighborhood (Appendix B). As such, BFSa determined that the existing single-family residence and garage did not meet any of the criteria listing in the National Register, California Register, or for local designation (City Landmark and Structure or Resource of Merit). Consequently, there are no impacts directly, indirectly, or cumulatively related to historic resources with demolition of the existing structures on site for the development of the proposed project. No mitigation is required.</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 Resources Code Section	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				
<p>17b. Response: (Source: Cultural Resource Report (Appendix B))</p> <p>Less Than Significant Impact with Mitigation Incorporated. As of July 1, 2015, Assembly Bill 52 (AB 52), signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation. The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation that includes:</p> <ul style="list-style-type: none"> • Prescribed notification and response timelines • Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures • Documentation of all consultation efforts to support CEQA findings <p>The City, as lead agency, is required to coordinate with Native American tribes through the AB 52 Tribal Consultation process. On October 19, 2018, the City notified nine (9) tribes of the proposed project in accordance with AB 52: Agua Caliente Band of Cahuilla Indians, San Manuel Band of Mission Indians, Gabrieleño Band of Mission Indians – Kizh Nation, Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, San Gabriel Band of Mission Indians, Morongo Band of Mission Indians, and Cahuilla Band of Indians. To date, five tribes have responded to the AB 52 notice (Agua Caliente Band of Cahuilla Indians, San Manuel Band of Mission Indians, Gabrieleño Band of Mission Indians – Kizh Nation, Pechanga Band of Luiseño Indians, and Morongo Band of Mission Indians). The Agua Caliente Band of Cahuilla Indians and San Manuel Band of Mission Indians responded on October 24, 2018 indicating that the project site is located outside of their territory and deferred to other tribes. The Gabrieleño Band of Mission Indians – Kizh Nation initially requested consultation, however, on December 12, 2018, the tribe deferred the project to other tribes. Pechanga Band of Luiseño Indians requested consultation with the City which was held on December 11, 2018. The Morongo Band of Mission Indians requested monitoring but did not want to consult on the project.</p> <p>During the tribal consultation with the Pechanga Band of Luiseño Indians, the tribe requested a geotechnical report which was provided to the tribe on February 13, 2019. On April 12, 2019, City staff provided the cultural resources mitigation measures to the Pechanga Band of Luiseño Indians and to the Morongo Band of Mission Indians (as a courtesy) for review. The Pechanga Band of Luiseño Indians provided revisions to the cultural resources mitigation measures on April 23, 2019 and a teleconference between City staff and the tribe took place on May 23, 2019 to go over the cultural resources mitigation measures. On May 28, 2019, City staff provided the revised cultural resources mitigation measures to the Pechanga Band of Luiseño Indians and Morongo Band of Mission Indians (again, as a courtesy). These mitigation measures are noted as MM CUL-1 through MM CUL-4 above under Section 5b. On June 5, 2019, Pechanga Band of Luiseño Indians concluded consultation.</p> <p>BFSa determined that the existing single-family residence and garage did not meet any of the criteria listing in the National Register, California Register, or for local designation (City Landmark and Structure or Resource of Merit); therefore, no impacts to historic resources are anticipated. BFSa did not identify any prehistoric/archaeological resources during the time of their intensive reconnaissance survey efforts. However, ground visibility was limited due to previous land modifications associated with historic and modern uses of the project site. Based on BFSa's observations and research of the project site and its surrounding, BFSa determined that the potential exist for cultural resources, particularly Native American artifacts or sites, to be buried or masked beneath the disturbed soil, current hardscape, or ground cover on the project site (Appendix B). BFSa stated that this is further substantiated by the presence of two seasonal drainages both located just over 500 feet to the west and north of the project site. Both of the seasonal drainages correspond with recorded Native American prehistoric sites and would have been advantageous resources for prehistoric inhabitants of the region. Additionally, the presence of buildings dating to the mid-twentieth century raises the possibility of subsurface historic archaeological material (Appendix B). As such, mitigation measures MM CUL-1 through MM CUL-4 will be incorporated with the proposed project to reduce potential impacts related to archaeological/paleontological resources to less than significant levels. Impacts are considered less than significant with mitigation incorporated directly, indirectly, and cumulatively.</p> <p><u>Mitigation Measures</u> Please refer to mitigation measures MM CUL-1 through MM CUL-4 outlined in Section 5b, above.</p>				

18. UTILITIES AND SYSTEM SERVICES.				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18a. Response: <i>(Source: Sewer Study (Appendix H), GP 2025 Figure PF-2 – Sewer Facilities Map, GP 2025 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>Less Than Significant Impact. Wastewater facilities would be provided by the City’s sewer system for the proposed car wash and the future single-family residence will be served by a septic tank. The project is within the boundaries of the Santa Ana Regional Water Quality Control Board (RWQCB). Wastewater in the surrounding area is transported to the Riverside Regional Water Quality Control Plant. The primary sources of pollutants to storm water from the proposed project are construction and demolition activities and runoff from roofs and paved areas. All new development is required to comply with all the provisions of the NPDES program and the City’s municipal separate storm sewer system (MS4), as enforced by the RWQCB. Therefore, the proposed project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system, storm water system within the City, or from use of a septic tank. Since the project will discharge its wastewater to a facility that is legally required to meet wastewater standards and 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 directly, indirectly, and cumulatively. No mitigation is required.</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"/>
18b. Response: <i>(Source: Sewer Study (Appendix H), GP 2025 Table PF-1 RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, GP 2025 FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-K – Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.16-4 – Water Facilities, Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR, and Urban Water Management Plan)</i>				
<p>Less Than Significant Impact. The project site is within the service boundary for WMWD. A Will Serve letter was provided by WMWD dated December 5, 2018 stating that the District will be able to provide public water supply for the proposed car wash and future single-family residence contingent on conditions such as obtaining necessary permits and approvals from the appropriate regulatory authorities, compliance with WMWD’s Rules and Regulations Governing Water Service and Water Users, and payment of applicable fees.</p> <p>The proposed car wash will not result in the construction of new or expanded water or wastewater treatment facilities. The proposed car wash will be required to connect to the existing water and wastewater infrastructure to provide the necessary construction and water/sewer needs for the project. The connection point for the lines would be from lines within Van Buren Boulevard. The future single-family residence is anticipated to be served by a septic tank. The placement and requirements of the septic tank will be reviewed and approved by the City’s Building and Safety Division, County of Riverside Environmental Health Department, and the Regional Water Quality Control Board prior to the issuance of building permits and/or installation of the septic system. As such, impacts related to the construction of new water or wastewater treatment facilities are considered to be less than significant directly, indirectly, and cumulatively. No mitigation is required.</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"/>
18c. Response: <i>(Source: Preliminary WQMP (Appendix E), GP 2025 and GP 2025 FPEIR Figure 5.16-2 – Drainage Facilities)</i>				
<p>Less Than Significant Impact. The amount and rate of storm water runoff from the project site would be altered with the demolition of the existing residence for the construction of an express car wash and future construction of a single-family residence on a currently vacant area. The proposed project would require construction of a new on-site stormwater drainage system to accommodate the additional runoff associated with the increase of impervious surface areas. As noted in the Preliminary WQMP, runoff from the site will sheet flow to the proposed Bio-treatment BMP Filterra, proposed planters and landscaped areas, or be collected by inlets and storm drain system. Approximately 11,060 square feet of landscaped area is included on the car wash site (approximately 17 percent of the car wash site will be landscaped).</p>				

<p>The City's GP 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 and the project site improvements will ensure that the City is adequately served by drainage systems. Therefore, the project will have a less than significant impact on existing storm water drainage facilities and would not require the expansion of existing facilities directly, indirectly, and cumulatively. No mitigation is required.</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: WMWD)</p> <p>Less Than Significant Impact. The project site is located within the WMWD's service area. A Will Serve letter was provided by WMWD dated December 5, 2018 stating that the District will be able to provide public water supply for the proposed car wash and future single-family residence contingent on conditions such as obtaining necessary permits and approvals from the appropriate regulatory authorities, compliance with WMWD's Rules and Regulations Governing Water Service and Water Users, and payment of applicable fees. Thus, impacts are considered less than significant directly, indirectly, and cumulatively. No mitigation is required.</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: Sewer Study (Appendix H), GP2025 FPEIR Figure 5.16-5 – Sewer Service Areas, Figure 5.16-6 – Sewer Infrastructure, Table 5.16-K – Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, and Wastewater Integrated Master Plan and Certified EIR)</p> <p>Less Than Significant Impact. The proposed project will not exceed wastewater treatment requirements of the Santa Ana RWQCB. The Riverside Wastewater Collection and Treatment Facilities Integrated Master Plan projects future flow at 96.6 gallons per day per capita. This project would consequently use 17,195 gallons per day, but would be under the 32.5 million gallons per day the plan projects for Riverside in 2025. Based on these data, no new wastewater facilities will need to be constructed or capacity added to existing facilities due to this project's projected population growth.</p> <p>The project is consistent with the GP 2025 FPEIR Typical Growth Scenario wherein future wastewater treatment capacity was determined to be adequate (see Table 5.16-K of the City's GP 2025 FPEIR). Therefore, no impact related to wastewater treatment directly, indirect, and cumulatively will occur. No mitigation is required.</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, CalEEMod (Appendix A), and Andy Cortez, personal communication, December 6, 2018)</p> <p>Less Than Significant Impact. The project includes development of an express car wash and future single-family residence. Solid waste from demolition, construction and future operations will be transported to the Badlands Landfill, located east of the City of Moreno Valley. Badlands Landfill has a current remaining capacity of 6.9 million tons as of July 2018, a maximum daily load of 4,500 tons per day, and an average daily load of 3,000 tons per day, as specified via phone call by Andy Cortez (principal engineer at Badlands Landfill). The proposed car wash is estimated to generate approximately 1.4 tons per year of solid waste and the future single-family residence is estimated to generate approximately 0.5 ton per year of solid waste, when built. This is well below the Badlands Landfill daily capacity and the impact will be minimal. Construction of the project would also generate waste. Per the California Green Building Code, a minimum of 50 percent of this debris will be diverted to a material recycling facility. Impacts to landfill capacity directly, indirectly, and cumulatively will be less than significant, and no mitigation will be required.</p>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>18g. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p> <p>Less Than Significant 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</p>				

a 67 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 all excavated soil beginning January 1, 2011. The proposed project must comply with the City's waste disposal requirements as well as the California Green Building Code. For these reasons, the project would not conflict with any Federal, State, local regulations related to solid waste. Impacts related to solid waste statutes are considered to be **less than significant** directly, indirectly, and cumulatively. No mitigation is required.

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?

☐
☒
☐
☐

19a. Response: (Source: Cultural Resource Report (Appendix B))

Less Than Significant with Mitigation Incorporated. The express car wash portion of the project site is currently developed with a single-family residence, garage, and associated hardscape while the future single-family residential portion of the project site is currently vacant and undeveloped. The proposed project includes demolition of the existing residence, garage, and associated hardscape for the construction of an express car wash with vacuum stations, and associated site improvements. Vegetation on the project site consists mainly of non-native weeds, grasses, and ornamental trees and shrubs which may support nests utilized by birds protected under the MBTA or the California Fish and Game Code (Sections 3503, 3503.5, and 3515). Standard required compliance with the MBTA will ensure potential impacts to migratory birds are reduced to **less than significant levels** directly, indirectly, and cumulatively.

The presence of two seasonal drainages are both located over 500 feet to the west and north of the project site. However, the seasonal drainages do not traverse the project site. No riparian habitat or other sensitive natural community exists on the project site. Consequently, the proposed project will have **no impact** on riparian habitat or other sensitive natural community directly, indirectly, and cumulatively.

BFSA determined that the existing single-family residence and garage did not meet any of the criteria listing in the National Register, California Register, or for local designation (City Landmark and Structure or Resource of Merit); therefore, no impacts to historic resources are anticipated. BFSA did not identify any prehistoric/archaeological resources during the time of their intensive reconnaissance survey efforts. However, ground visibility was limited due to previous land modifications associated with historic and modern uses of the project site. Based on BFSA's observations and research of the project site and its surrounding, BFSA determined that the potential exist for cultural resources, particularly Native American artifacts or sites, to be buried or masked beneath the disturbed soil, current hardscape, or ground cover on the project site (Appendix B). BFSA stated that this is further substantiated by the presence of two seasonal drainages both located over 500 feet to the west and north of the project site. Both of the seasonal drainages correspond with recorded Native American prehistoric sites and would have been advantageous resources for prehistoric inhabitants of the region. Additionally, the presence of buildings dating to the mid-twentieth century raises the possibility of subsurface historic archaeological material (Appendix B). As such, mitigation measures **MM CUL-1 through MM CUL-4** will be incorporated with the proposed project to reduce potential impacts related to archaeological/paleontological resources to less than significant levels. Thus, impacts related to archaeological/paleontological resources are considered to be **less than significant with mitigation incorporated** directly, indirectly, and cumulatively.

Based on the above discussion, the proposed project's impacts to biological resources and cultural resources were analyzed in this Initial Study and all direct and cumulative impacts were determined to have no impact, a less than significant impact, or rendered a less than significant impact with implementation of mitigation. Therefore, impacts to biological resources would either have **no impact or less than significant impacts**, and cultural resources would be **less than significant with mitigation incorporated** and no additional mitigation is required.

- 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)?				
19b. Response: (Source: Proposed Project) Less Than Significant Impact with Mitigation Incorporated. The proposed project's potential cumulative impacts to all the environmental topics discussed in this Initial Study were determined to have either no impacts, less than significant impacts, or less than significant impacts with mitigation incorporated.				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19c. Response: (Source: CalEEMod (Appendix A) and Cultural Resource Report (Appendix B)) Less Than Significant Impact with Mitigation Incorporated. Effects on human beings were evaluated as part of this analysis of this Initial Study under the aesthetics, air quality, cultural resources as it related to human remains, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems threshold questions. Based on the analysis and conclusions in the Initial Study, impacts for these topics were considered to have no impact, less than significant impact, or less than significant impact with mitigation incorporated directly, indirectly, and cumulatively.				

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

References

- Cortez, Andy. December 6, 2018. Riverside County Waste Management - Personal Communication regarding Badlands Landfill.
- Brian F. Smith and Associates, Inc. 2018. Cultural Resource Report for the 18806 Van Buren Boulevard Project. September 10, 2018. (Appendix B)
- California Air Resources Board. 2017. Area Designations Maps/State and National. October 18, 2017 (Available at: <https://www.arb.ca.gov/desig/adm/adm.htm>.)
- California Department of Conservation. 2016. Riverside County Williamson Act FY 2015/2016 Sheet 1 of 3. (Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside_w_15_16_WA.pdf.)
- California Department of Conservation. 2017. Riverside County Important Farmland 2016 Sheet 1 of 3. (Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16_w.pdf.)
- California Department of Toxic Substances Control. 2018. Hazardous Waste and Substances Site List (Cortese). (Available at: https://www.dtsc.ca.gov/SiteCleanup/cortese_List.cfm.)
- California Department of Transportation (Caltrans). 2011. California Scenic Highway Mapping System. (Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.)
- City of Riverside. 1985. Orangecrest Specific Plan. Last Amended 2002. (Available at: <https://www.riversideca.gov/planning/pdf/SpecificPlans/orangecrest.pdf>.)
- City of Riverside. 2007a. General Plan 2025. (Available at: <https://riversideca.gov/planning/gp2025program/general-plan.asp>.)
- City of Riverside. 2007b. General Plan 2025 Final Programmatic Environmental Impact Report. (Available at: https://riversideca.gov/planning/gp2025program/FPEIR_V2.asp.)

- City of Riverside. 2015. Urban Forestry Policy Manual. (Available at: <https://www.riversideca.gov/publicworks/trees/pdf/UrbanForestry-TOC.pdf>.)
- City of Riverside. 2016. Riverside Restorative Growthprint – Economic Prosperity Action Plan & Climate Action Plan. January 2016. (Available at: <https://www.riversideca.gov/planning/rrg/RRG-EPAP-CAP-Final-Draft-V2.pdf>.)
- City of Riverside. 2018. Code of Ordinances. (Available at: https://library.municode.com/ca/riverside/codes/code_of_ordinances.)
- ECON Solutions, Inc. 2017. Phase 1 Environmental Site Assessment. November 13, 2017. (Appendix D)
- Egüez, Judy. “Re: Design Review for Automated Car Wash on Van Buren Blvd.” Message to Kevin Tsang. 25 October 2017. Email.
- Egüez, Judy. “Re: Express Car Wash – 18806 Van Buren – Question Re; TIA.” Message to Stephanie Tang. 10 October 2018. Email.
- Federal Emergency Management Agency. 2008. FEMA Flood Map Service Center – Map 06065C0740G. (Available at: <https://msc.fema.gov/portal/home>.)
- MD Acoustics. 2019. Van Buren Blvd Express Car Wash Noise Impact Study. February 26, 2019. (Appendix G)
- Mead & Hunt. 2014. March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. November 13, 2014. (Available at: <http://www.rcaluc.org/Portals/0/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>.)
- Pacific Geotech, Inc. 2019. Geotechnical Engineering Investigation. (Appendix C)
- Riverside County. Riverside County Map My County. (Available at: https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public.)
- Riverside County. RCA MSHCP Information Map. (Available at: <http://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd>)
- South Coast Air Quality Management District. 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. May 6, 2005. (Available at: <https://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.)
- South Coast Air Quality Management District. 2010. Greenhouse Gases CEQA Significance Thresholds Working Group Meeting No. 15. September 28, 2010.
- SPB Engineering, Inc. 2019. Preliminary Water Quality Management Plan. (Appendix E)
- SPB Engineering, Inc. 2017. Drainage Study for New Express Carwash. September 2017. (Appendix F)
- SPB Engineering, Inc. 2018. Sewer Study for the 18806 Van Buren Boulevard Project. (Appendix H)
- Western Municipal Water District (WMWD). 2016. 2015 Urban Water Management Plan Update. June 2016 (Available at: http://wmwd.com/DocumentCenter/View/3162/Western_2015-UWMP_Final_Body-Only?bidId=.)
- WMWD. 2018. Water Availability Request, 18806 Van Buren Boulevard – APN 280-060-030, GRID NO. 39038, ID-1, TS3, R4W, SEC.19. – Will Serve Letter. December 5, 2018.

Mitigation Monitoring and Reporting Program

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party³	Monitoring/Reporting Method
Biological Resources	MM BIO-1: If project activities are planned during the bird nesting season (February 15 to August 31), nesting bird survey(s) consisting of up to three (3) site visits within the week prior to clearing and demolition activities shall be conducted to ensure birds protected under the Migratory Bird Treaty Act are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional measures are required. If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City. No construction of ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume.	Within the week prior to clearing and demolition activities.	Community and Economic Development Department, Planning Division	Provide evidence that the required pre-construction survey has been completed.
Cultural Resources	MM CUL-1: Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City and interested 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 Applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located	Prior to the issuance of a grading permit.	Community and Economic Development Department, Planning and Historic Preservation Divisions	Provide evidence that project site plan has not changed.

³ All agencies are City of Riverside Departments/Divisions unless otherwise noted.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ³	Monitoring/Reporting Method
	on the project site if the site design and/or proposed grades should be revised.			
	<p>MM CUL-2: Archaeological and Paleontological Monitoring: 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.</p> <ol style="list-style-type: none"> 1. 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"> a. Project grading and development scheduling; b. The retention of 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; c. 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 that shall be subject to a cultural resources evaluation; 	At least 30 days prior to application for a grading permit and before any grading, excavation, and/or ground disturbing activities.	Community and Economic Development Department, Planning and Historic Preservation Divisions	Provide evidence that a Native American monitor has been hired.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ³	Monitoring/Reporting Method
	<ul style="list-style-type: none"> d. Treatment and final disposition of any cultural, sacred sites, and human remains if discovered on the project site; and e. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure MM CUL-4. 			
	<p>MM CUL-3: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite. If a secure location cannot be identified onsite, the discovered resources may be stored at the offices of the project archaeologist with concurrence with the consulting tribe(s). The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community & Economic Development Department with evidence of same: <ul style="list-style-type: none"> a. Preservation-In-Place of the cultural resources, if feasible as determined through coordination between the project 	During construction activities.	Community and Economic Development Department, Planning and Historic Preservation Divisions	Provide evidence that a certified archaeologist attended a pre-grading meeting to explain and coordinate the requirements of treatment and disposition of cultural resources.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ³	Monitoring/Reporting Method
	<p>archaeologist, developer/applicant, and consulting tribal monitor(s). Preservation-In-Place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources;</p> <p>b. Accommodate the process for onsite 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, with an exception that sacred items, burial goods, and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report;</p> <p>c. If Preservation-In-Place or reburial is not feasible, a curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;</p> <p>d. 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, the Developer/Applicant shall select a</p>			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ³	Monitoring/Reporting Method
	<p>curation facility within Riverside County per 36 CFR Part 79; and</p> <p>e. 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 of 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 interested tribes.</p>			
	<p>MM CUL-4:</p> <p>Cultural Sensitivity Training: The Secretary of Interior Standards County certified archaeologist and Native American Monitors shall attend the pre-grading meeting with the Developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.</p>	During grading activities.	Community and Economic Development Department, Planning and Historic Preservation Divisions	Provide evidence of Cultural Sensitivity Training during pre-grading meeting.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ³	Monitoring/Reporting Method
	<p>MM CUL-5: Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall inform the Riverside County Coroner and the City of Riverside Community & Economic Development Department immediately, and the County Coroner shall be permitted to examine the remains, as required by California Health and Safety Code Section 7050.5(b) unless more current State law requirements are in effect at the time of the discovery. Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the Applicant shall comply with the State relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC Section 5097). The County Coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts.</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The County Coroner will notify the NAHC in accordance with California Public Resources Code 5097.98.</p>	During construction activities.	Community and Economic Development Department, Planning and Historic Preservation Divisions	Provide evidence and documentation of human remains encountered.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ³	Monitoring/Reporting Method
	According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).			
Hazardous Materials	MM HAZ-1: Prior to the issuance of a demolition or grading permit, the project applicant shall provide evidence to the City of Riverside Community & Economic Development Department, Building Division staff, for review and approval, that testing for lead base paint has been conducted.	Prior to the issuance of a demolition or grading permit.	Community and Economic Development Department, Planning and Building Division staff	Provide evidence and results of the testing for lead base paint.
	MM HAZ-2: Prior to the issuance of a demolition or grading permit, the project applicant shall submit to the City of Riverside Community & Economic Development Department, Building Division staff, for review and approval, evidence that any onsite asbestos containing material or lead base paint contaminated material identified in any site-specific hazardous material investigation, has been removed, remediated, and/or disposed of pursuant to the applicable local, regional, and/or State requirements. The removal and disposal of any such material shall be documented as part of a hazardous waste abatement report to be reviewed by the City prior to the issuance of demolition or grading permits.	Prior to the issuance of a demolition or grading permit.	Community and Economic Development Department, Planning and Building Division staff	Provide evidence that any onsite asbestos containing material or lead base paint contaminated material have been removed, remediated, and/or disposed of pursuant to the applicable local, regional, and/or State requirements.