Class 32 Infill Streamlining Checklist
Marriott AC/Residence Inn

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REFERENCES

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Appendix C - *Marriott AC/Residence Inn & Creative Office at the Historic Fire Station Parking Study.* Trames Solutions, Inc. March 8, 2021.

Appendix D - *Marriott AC/Residence Inn Hotel Noise & Vibration Impact Analysis.* Urban Crossroads, December 17, 2020.

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Appendix F - *Project Specific Water Quality Management Plan.* B&W Consulting Engineers, Inc. July 2019.

Appendix G - *Hydrology Study for Mission Inn Ave. Marriot.* Woodard Group. March 3, 2020.

Appendix H - *Preliminary Engineering Geologic/Geotechnical Evaluation.* G3SoilWorks, Inc. March 31, 2020.

PROJECT DETAILS:

CASE NO.:	**CONDITIONAL USE PERMIT NO. P19-0560** **VARIANCE NO. P19-0561** **VARIANCE NO. P19-0562** **CERTIFICATE OF APPROPRIATENESS NO. P19-0563**
PROJECT APPLICANT:	**GREENS DEVELOPMENT COMPANY** 9289 Research Drive Irvine, CA 92618
PROJECT AGENT:	**OVERLAND DEVELOPMENT COMPANY** Attn: Andrew Walcker 2161 St. Lawrence Street Riverside, CA 92504
PROJECT ADDRESS:	3466 Mission Inn Avenue Riverside, CA 92501
APN(s):	213-281-006, 213-281-007 and 213-281-009

PROJECT LOCATION:

The Project Site is located at the southeast corner of Lemon Street and Mission Inn Avenue, and at the southwest corner of Lime Street and Mission Inn Avenue in the City of Riverside, CA. The Project Site is located within the Downtown Specific Plan – Raincross District and is also located in the Mission Inn Historic District and Seventh Street Historic District.

The purpose of the Downtown Specific Plan is to facilitate and encourage development and improvements that help realize the community's vision for Downtown. The Specific Plan is important to the City and its residents because it reinforces Downtown Riverside as the cultural, arts, retailing and entertainment center for the Inland Empire. Based on this Specific Plan, Downtown will also be strengthened as a distinctive center for the residents of Riverside with attractive streets, enjoyable public spaces, historic neighborhoods, lively mixed-use commercial areas, and a variety of housing options and residential environments. The Raincross District is the pedestrian-oriented center of Downtown, with an emphasis on an intense mixture of residential, specialty commercial, tourist, restaurant, cultural, arts, and civic uses. The Raincross District encourages a concentration of uses that generate activity during both daytime and evening hours.

The Raincross District is divided into two sub-areas. The center of the District is occupied by the Mission Inn Historic District, which contains Riverside's most important historic buildings. In this sub-area the development standards have been carefully crafted to maintain a scale of development that is compatible with the well-established historic fabric of the district. Outside of the Mission Inn Historic District, the development standards of the District allow greater

intensity, while still assuring compatibility of the adjacent historic district and historic residential areas beyond. The development standards for the Raincross District are designed to create a place of daytime, evening, and weekend activity by providing a high activity pedestrian environment with a storefront emphasis at the street level. Within the Raincross District, there are numerous local and national historic landmarks that define the district's character, including the Mission Inn, Fox Theater, Stalder Building, Municipal Museum, Unitarian Church, Congregational Church, Municipal Auditorium, Post Office, Loring Building, and Art Museum. Preservation of such structures, along with careful and compatible design of new development is important in maintaining the District's character and unique sense of identity.

In accordance with Riverside's Cultural Resources Ordinance (Title 20), a Historic District is a geographically defined area within Riverside that has a significant concentration or thematic grouping of historic resources that represent themes important in local history. An area may be distinct for the quality of architecture as well as for the story it tells about Riverside's growth and development. Historic Districts typically include both contributing and non-contributing buildings. Contributing buildings are those that are significant within the defined Historic District themes. Noncontributing buildings are generally those that have been significantly altered or are of a more recent construction date and do not reflect the historic theme(s) of the District. Properties outside of the period of significance are considered non-contributors to a district. Properties that do not retain sufficient integrity are considered non-contributors to a district.

The Mission Inn Historic District (1871-1946) is the old downtown core and is comprised primarily of commercial and government buildings. It encompasses part of the Seventh Street Historic District and is distinctive for its embodiment of the Mission Revival style. Other styles include Spanish Colonial Revival and Art Deco with a variety of building materials such as ceramic brick, terra cotta and rough-hewn granite. The district features numerous resources listed in the National Register of Historic Places. The Seventh Street Historic District (1889-1945) includes a grouping of some of Riverside's finest commercial and residential architecture, as well as the historic citrus tree pergolas, Raincross streetlights, and the Buena Vista Bridge[1].

BACKGROUND:

According to the City's Historic Resources Inventory, the existing building known as the Central Fire Station was built in 1957 and is listed as a district non-contributor as its construction date is outside of the period of significance of the historic districts, which ended in 1946. As the name of the building suggests, the original use of the historic building was that of a fire station. The Central Fire Station was surveyed in 1977, and the City designated the building as individually significant on August 20, 1980. The Central Fire Station was listed on the California Register in 2008 as part of the Modernism survey, which was submitted to the State for concurrence. The Central Fire Station was found eligible for the National Register in 2008 and again in 2013.

The Central Fire Station is a modern style brick and concrete structure with an irregular ground

[1] https://www.riversideca.gov/historic/pdf/hpDistrictBrochureText.pdf

plan and a varying roofline. Built up from a massing of rectangular forms, at left are two open bays (for fire trucks) divided by plain concrete piers. At right is a two-story area, with the second story extending to form a covered walkway below. It is supported by three piloti. The building features rectangular band fenestration, generally referred to as ribbon windows. There is a low brick retaining wall in the front at right and continuing around the corner. A Historic Resource Evaluation Assessment Report was conducted for the Proposed Project and its potential impacts on the adjacent Central Fire Station, the Mission Inn Historic District, and the Seventh Street Historic District (Appendix A).

SURROUNDING LAND USES AND SETTING:

The 0.95-acre Project Site is primarily surrounded by public, semi-public, and commercial uses. Surrounding uses include the Riverside Municipal Auditorium and Riverside Art Museum to the north; First Congregational Church and commercial uses to the west; Riverside Fire Station No. 1 and Life Arts Center to the south; and commercial uses to the east. An existing public alley separates the Project Site from the southern adjacent uses. The Project Site's frontage is on the southern side of Mission Inn Avenue, eastern side of Lemon Street and western side of Lime Street. The nearest sensitive receptor to the Project Site is a multi-family residential development located approximately 300 feet to the northeast. The nearest school to the Project Site is Grant Elementary School for the Arts located approximately 0.5 miles to the southwest.

PROJECT DESCRIPTION:

The proposed development consists of the demolition of an existing surface parking lot (parking lot #27) on the north western portion of the site and the retention of the vacant historic fire station to facilitate construction of an eight-story, 226-room hotel with a three-level subterranean parking garage, totaling 215,350 square-feet (SF). Of the 215,350 SF building, 135,850 SF of the building would be above grade and the remainder comprising the subterranean garage area would be below grade. A square footage breakdown per floor is provided under **Table 1** – *Building Floor Square Footage*. The maximum height of the proposed building would be 94-feet 4-inches, which is to the top of the penthouse elevator tower.

The Proposed Project would entail minor exterior improvements to the Central Fire Station, which includes changing the existing roll up garage doors from solid metal roll up doors to divided lite glass doors on the south and north elevations, removal of one exterior doorway on the north elevation, and exterior paint color change on the stucco portion of the structure. The Central Fire Station building would be used as a creative office space and 21 parking spaces for the creative office would be provided within the hotel parking structure.

The Project Site is comprised of three lots (APNs: 213-281-005 and 213-281-006) totaling 41,382 SF (0.95 acres). The Proposed Project would consolidate three lots into two, with the hotel proposed to be constructed on a total of 23,958 SF (0.55 acres) of the Project Site, and the Central Fire Station would be used as 18,415 SF of creative office space on the remaining 17,424 SF (0.40 acres) (**Figure 1 –** *Site Plan*). The Proposed Project would require both onsite and offsite improvements within the public right-of-way.

Table 1 – Hotel Building Floor Square Footages

Building Floor	Square Footage
Parking Level 3	23,000
Parking Level 2	23,000
Parking Level 1	23,000
Ground Floor	13,000
Covered Passenger Drop-Off	10,500
Second Floor	16,600
Third – Seventh Floor	17,800 ea. (89,000 total)
Eighth Floor	17,250
TOTAL FLOOR AREA	**215,350**

Hotel

The proposed hotel is a dual brand Marriott AC and Residence Inn Hotel, comprised of 138 AC hotel guest rooms and 88 Residence Inn guest rooms. The proposed hotel would include a ground floor with two separated lobby areas, one for the AC hotel portion, and one for the Residence Inn (extended stay) portion of the proposed use. The proposed lobby areas would be internally accessibly only to hotel staff. Guests would be able to access each lobby via the interior vehicle drop-off area, front drop off area along Mission Inn Avenue and from hotel elevators. The lobby area will also be accessible to employees and guests of the creative office space in the Central Fire Station building as the parking for that building will be in the subterranean parking structure. The ground floor would also consist of a bar, library area, and buffet seating room for the hotel lobby, and a den, buffet, and breakfast area for the Residence Inn lobby. Both lobbies would have a market for purchasing of general goods. Exterior tables and seating for hotel guests would be located on both the Mission Inn Avenue and Lemon Street frontages. Back of house areas proposed on the ground floor would include offices, kitchen/food prep area, and data, electrical and mechanical rooms.

The hotel rooms would be distributed between the second and eighth floors of the proposed building. **Table 2** – *Hotel Rooms, Total and Per Brand* below provides a breakdown of the proposed number of rooms per floor. Ten (10) rooms would be equipped with mobility features for accessibility, with three (3) rooms utilizing roll-in showers. 17 rooms would have communication features.

Table 2 – Hotel Rooms, Total and Per Brand

Floor	AC Rooms	Residence Inn Rooms	Total Rooms per Floor
2nd	14	10	24
3rd	21	13	34
4th	21	13	34
5th	21	13	34
6th	21	13	34
7th	21	13	34
8th	19	13	32
Total Rooms per brand	**138**	**88**	**226**

One (1) building entrance would be located at the corner of Mission Inn Avenue and Lemon Street, and two (2) entrances would be located on the Mission Inn Avenue frontage to provide access for rideshare drop-off guests as well as pedestrian access from the street-facing sidewalks. These entrances would provide access only to the hotel lounge and lobby areas. Two (2) additional entrances would be located at the internal vehicle drop-off area and provide access to both hotel brands (**Figure 2** – *North and South Elevations* and **Figure 3** – *East and West Elevations*).

Hotel amenities proposed as a part of the project would include a 5,510 SF outdoor pool and lounge area, and 1,100 SF gym located on the second floor, and rooftop deck on the eighth floor. Back of house storage areas would be provided for the dual branded hotel throughout the entire building.

Parking and Circulation

A total of 173 parking spaces would be provided as part of the Proposed Project. Of the proposed parking, 21 would be designated for the creative office use in the Central Fire Station. An additional eight (8) spaces would be designated for the Riverside Fire Department. The remaining 144 parking spaces would be allocated to the hotel use and located within the three-level subterranean parking garage. Of the total parking proposed, the project would include six (6) ADA compliant parking spaces, with one (1) van accessible ADA space; ten (10) electric vehicle (EV) charging spaces, with one (1) van accessible EV space and one (1) EV space with ADA accessible loading area; and 16 spaces would be allocated for fuel efficient vehicles such as vanpool and/or carpool. In addition to vehicle spaces, the Proposed Project would include ten (10) short-term bicycle spaces.

Circulation for the Proposed Project would involve a new curb cut to City standard located on the Lemon Street frontage to provide access to an internal/covered passenger drop-off area for hotel lobby and subterranean garage access. The passenger drop-off would enter from Lemon Street and provide a circular drive aisle that would allow for vehicles to exit through the same entryway; however, an additional vehicle exit is provided on the southern alley end of the building to be utilized when Mission Inn Avenue is intermittently closed throughout the year for festivals. Two existing curb cuts on the Lemon and Lime Street frontages would be maintained for alley access

through the southern portion of the Project Site. Two existing curb cuts on Mission Inn Avenue would be closed. The proposed dual brand hotel would include one rideshare drop-off area on the Mission Inn Avenue frontage, located on the western portion of the Project Site. The Mission Inn Avenue rideshare drop-off would be 100-feet in length. The Proposed Project's trash enclosure, and a new transformer would be located at the southern portion of the Project Site, adjacent the rear alley. Two (2) stairwells and two (2) elevator areas would each be located at the western and eastern ends of the proposed building.

The Proposed Project would connect to existing water and sanitary sewer located in Mission Inn Avenue (**Figure 4** – *Conceptual Grading and Wet Utility Plan*). Proposed fire and domestic water laterals would connect to the existing water main located within Mission Inn Avenue as a part of the Proposed Project. The Proposed Project would connect to existing electrical utilities. Three (3) existing street trees would be relocated; two (2) due to the proposed rideshare drop-off area on Mission Inn Avenue, and one (1) on the Lemon Street frontage. New curb and gutter facilities would be provided for each of the proposed rideshare drop-off areas.

Signage

Signage for the Proposed Project would include illuminated hotel signage on all elevations. In addition to the hotel identification signage, Riverside Arts District signage would be located on the hotel north elevation and roof mounted to the historic resource on the eastern rooftop area. Addition space for mural artwork would be located on the hotel north and south elevations.

EXISTING GENERAL PLAN DESIGNATION:

DSP - Downtown Specific Plan

EXISTING ZONING:

DSP-RC-CR- Downtown Specific Plan – Raincross District and Cultural Resources (Mission Inn Historic District and Seventh Street Historic District) Overlay Zones

Figure 1: Site Plan

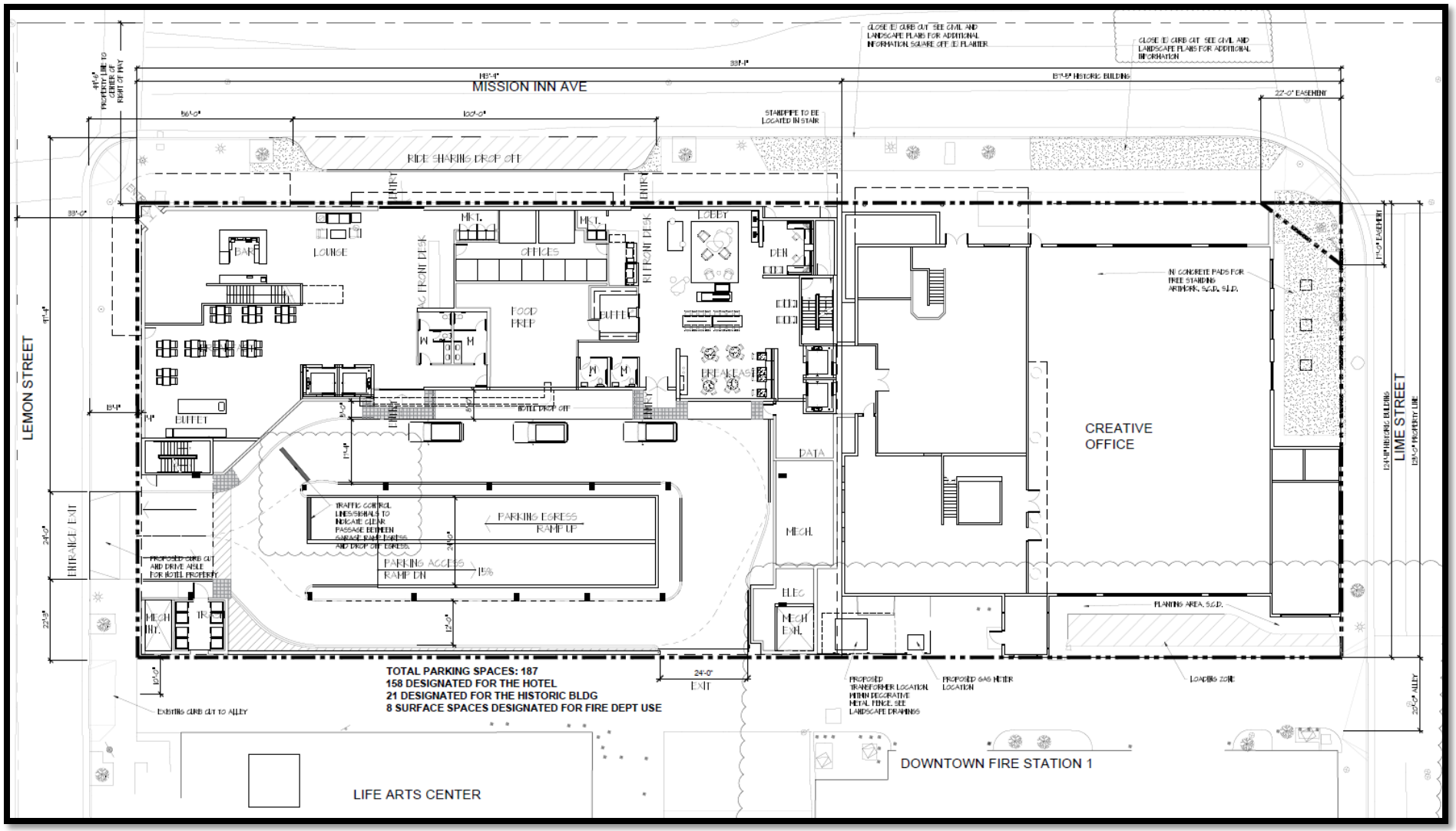
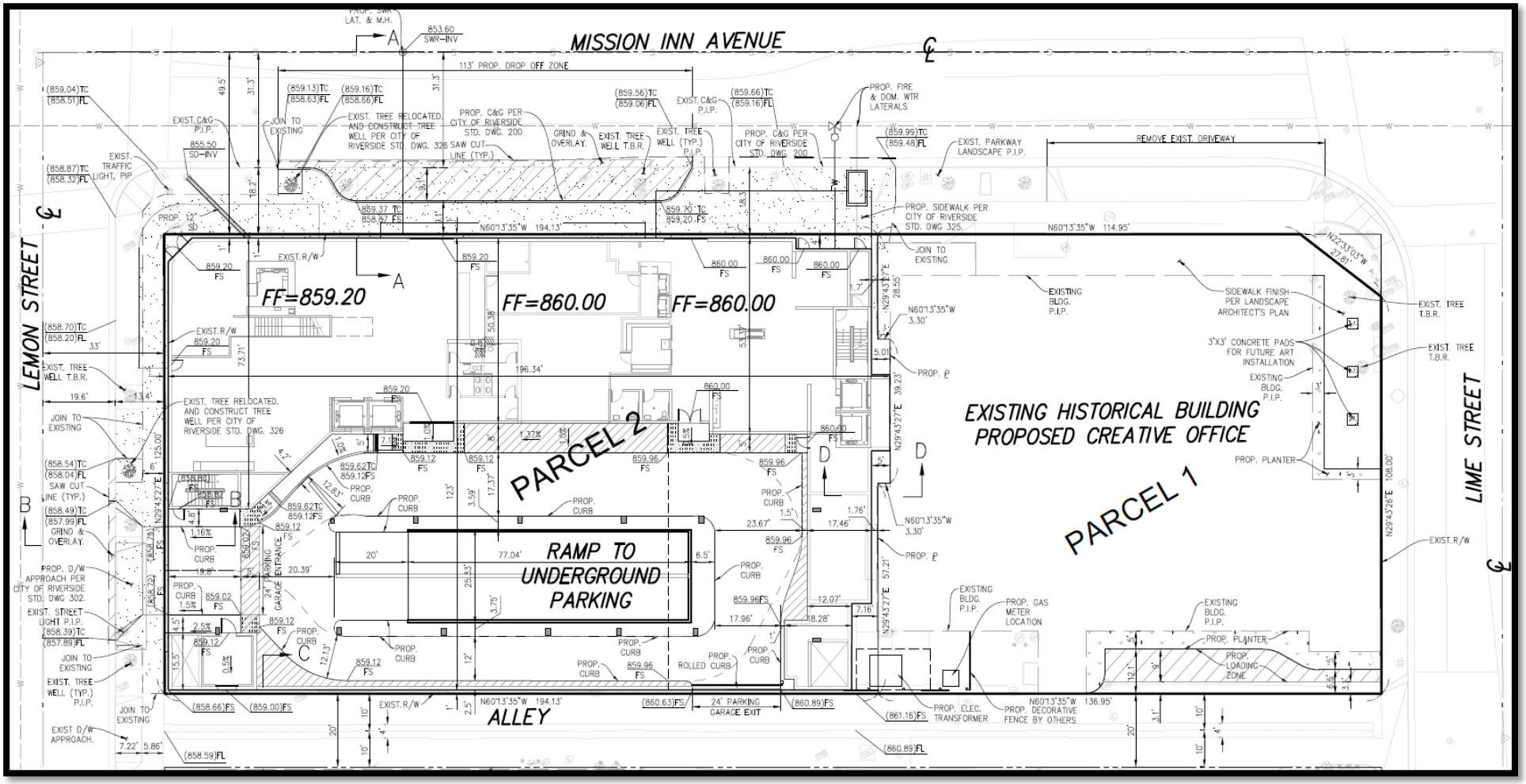


Figure 2: West and North Elevations

Figure 3: East and South Elevations

Figure 4: Conceptual Grading and Wet Utility Plan



INFORMATION DEMONSTRATING THAT THE PROJECT SATISFIES THE CONDITIONS DESCRIBED IN SECTION 15332 OF TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS:

1. Is the project consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations?

The Proposed Project is consistent with the existing Project Site General Plan Land Use designation of DSP - Downtown Specific Plan. The Proposed Project has also been designed to be consistent with the regulations of the DSP-RC-CR – Downtown Specific Plan – Raincross District and Cultural Resources (Mission Inn Historic District and Seventh Street Historic District) Overlay Zones. The land use goals and policies of the Downtown Specific Plan state the Raincross District is "[t]he pedestrian-oriented center of Downtown, with an emphasis on an intense mixture of residential, specialty commercial, tourist, restaurant, cultural, arts, and civic uses" (Downtown Specific Plan, p. 3-6). The Raincross District is divided into two sub-areas. The center of the District is occupied by the Mission Inn Historic District, which contains Riverside's most important historic buildings. In this sub-area the development standards have been carefully crafted to maintain a scale of development that is compatible with the well-established historic fabric of the district. The Proposed Project is located within the Raincross District and Mission Inn Historic District and is therefore subject to more restrictive development standards outlined in Chapter 6 – Raincross District of the Downtown Specific Plan. Hotel uses are permitted within the Raincross District through the granting of a Conditional Use Permit (CUP)section 6.3 of the DSP and subject to development standards outlined in Section 6.5 of the DSP.

2. Is the proposed development located within the City limits on a project site of no more than five acres substantially surrounded by urban uses?

The Project Site is 0.95-acres, within City limits, and surrounded by urban uses.

3. Does the project site have value as habitat for endangered, rare, or threatened species?

The Project Site is 0.95-acres, and currently fully developed with a historic structure occupying 0.40 acres and a paved parking lot occupying the remainder of the site. The Project Site consists of mostly existing impervious surface, with existing vegetation consisting of planter landscaped areas within the parking lot, and palm trees in the parkway along Mission Inn Avenue. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site. Therefore, the Project Site has no value as habitat for federal or state endangered, rare, or threatened species.

4. Would approval of the project result in any significant effects relating to traffic, noise, air quality, or water quality?

a. Traffic:

Construction - There would be a temporary minor increase in traffic due to construction vehicles during the construction phase. However, this impact would be temporary. Therefore, potential impacts associated with construction traffic would be less than significant.

Operation - The Proposed Project consists of the demolition of existing surface parking lot improvements on the north western portion of the site, and construction of an eight-story, 226-room hotel with a three-level subterranean parking garage, totaling 215,350 square-feet on a 0.95-acre site currently developed with the existing Central Fire Station and paved parking lot. Based on the Traffic Impact Analysis (Appendix B) and Parking Study (Appendix C) prepared for the Proposed Project by Trames Solutions Inc. (February 19, 2020 and March 8, 2021, respectively), the Proposed Project would result in 123 new AM peak hour trips, 85 new PM peak hour trips, and a total of 1,016 trip-ends per day and would need a total of 117 parking spaces due to the urban location of the Project Site. Existing, Existing plus Project (EP), Existing plus Ambient plus Cumulative (EAC), and Existing plus Ambient plus Cumulative plus Project (EACP) traffic conditions were assessed as part of Appendix B, and concluded the study area intersections operate at an acceptable level of service during the peak hours with the existing geometry and traffic controls. Project recommendations from Appendix B regarding driveway configurations for site access would be incorporated to the Project Site to ensure no significant effects related to traffic occur. The proximity/availability of public transit, economic advantage and convenience of ride hailing services, and urban location of the Project Site result in the need for parking of 117 stalls where 144 are provided. Therefore, potential impacts associated with traffic on surrounding roadway segments and intersections would be less than significant.

b. Noise:

Construction Noise - To control noise impacts associated with the construction of the proposed Project, the City of Riverside has established limits to the hours of operation. Section 7.35.020 (G) of the General Noise Regulations indicates that noise sources associated with construction, repair, remodeling, or grading of any real property; provided a permit has been obtained from the City as required; and provided said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or at any time on Sunday or a federal holiday. Therefore, Project construction noise levels are considered exempt from municipal regulation if activities occur within the hours specified Section 7.35.020 (G); provided a permit has been obtained from the City as required.

However, neither the City of Riverside General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. A numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts and is detailed in the Noise and Vibration Impact Analysis (Appendix D) prepared for the

Proposed Project by Urban Crossroads (December 24, 2020). Construction activities are expected to create high-level noise conditions at receivers surrounding the Project site. Using sample reference noise levels to represent the planned construction activities of the Project Site, Appendix D details estimates that the project-related construction noise levels would range from 61.1 to 71.7 dBA Leq at the nearest receiver locations. Appendix D shows that the nearest receiver locations would satisfy the reasonable daytime 80 dBA Leq exterior noise level threshold identified by the FTA at all receiver locations. Therefore, no impacts associated with construction noise would occur.

Construction Vibration - Construction activities may result in varying degrees of ground vibration, depending on the specific construction activities and equipment used. To minimize the potential construction vibration levels, non-impact pile driving equipment (e.g., drilling, or other nonimpact methods) shall be required to reduce the pile driving equipment vibration levels at the nearest receiver locations. At distances ranging from 30 to 215 feet from Project construction activity, the typical project construction vibration levels will satisfy the historic building damage thresholds at all the nearest receiver locations. Therefore, no impacts associated with construction vibration would occur.

c. Air Quality:

The Proposed Project site is located within SoCAB which is characterized by relatively poor air quality and is a Federal- and State-designated nonattainment area for O3, PM10 and PM2.5 (US EPA 2012). SCAQMD has established significance thresholds for both construction and operational activities relative to these criteria pollutants. Based on the following analysis, implementation of the Proposed Project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant construction emissions established by the SCAQMD. An air quality and greenhouse gas emissions report (Appendix E) was prepared for the Proposed Project by Vista Environmental (February 12, 2021).

The Proposed Project would be required to comply with local, regional, and state regulatory conditions, including those from SCAQMD. These rules and regulations would be applicable, but not limited to the Proposed Project, and include, but are not limited to: Rule 402 Nuisance – Controls the emissions of odors and other air contaminants; Rule 403 Fugitive Dust – Controls the emissions of fugitive dust; CCR Title 13, Section 2025 – On-Road Diesel Truck Fleets; and CCR Title 24 Part 6 – California Building Energy Standards.

Construction - The Proposed Project consists of the demolition of existing surface parking lot improvements on the north western portion of the site, and construction of an eight-story, 226-room hotel with a three-level subterranean parking garage, totaling 215,350 square-feet on a site currently developed with an existing historic resource and paved parking lot. The area of disturbance includes 0.95-acres of the Project Site. General construction activities, such as demolition of the existing parking lot, site preparation, grading, and travel by construction workers can contribute to air pollutants. All construction activities would comply with SCAQMD Rule 403 (SCAQMD 2005) regarding the control of fugitive dust emissions, and existing City dust suppression practices that minimize dust and other emissions. Such controls include frequent

watering of the Project Site, the covering and/or wetting of trucks hauling dirt, sand, soil or other loose materials off-site, street sweeping, as needed, to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the Project Site, suspending grading and excavation activities in high winds (25 miles per hour [mph] or more) as well as implementation of a traffic control plan to minimize traffic flow interference from construction activities, etc., that would be incorporated into the construction plans.

Construction is conservatively anticipated to last 12 months and construction would be broken into five phases: demolition, grading, building construction, paving, and architectural coating. Pollutant emissions resulting from Proposed Project construction activities were calculated using the CalEEMod model 2016.3.2. Construction emissions are based on conservative assumptions, which imply a default equipment mix and a worst-case construction schedule. As shown in **Table 3** - *Project-Related Local and Regional Construction Emissions*, the incremental increase in emissions from Proposed Project construction activities fall well below SCAQMD significance thresholds for regional emissions. Therefore, potential air quality impacts associated with construction would be less than significant.

Table 3 – Project-Related Local and Regional Construction Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Regional Criteria						
Demolition[1]						
Onsite[2]	0.80	7.25	7.57	0.01	0.99	0.48
Offsite[3]	0.91	1.87	0.64	0.01	0.26	0.07
Total	**1.71**	**9.12**	**8.21**	**0.02**	**1.25**	**0.55**
Grading[1]						
Onsite	0.80	7.25	7.57	0.01	0.81	0.58
Offsite	0.55	22.49	3.52	0.06	1.22	0.36
Total	**1.34**	**29.74**	**11.09**	**0.07**	**2.03**	**0.95**
Combined Building Construction, Paving and Architectural Coatings						
Onsite	70.69	15.31	16.11	0.02	0.83	0.77
Offsite	2.17	3.76	5.31	0.20	1.71	0.47
Total	**72.86**	**19.07**	**21.42**	**0.22**	**2.53**	**1.24**
Maximum Daily Construction Emissions	72.86	29.74	21.42	0.22	2.53	1.24
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Notes: [1] Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403. [2] Onsite emissions from equipment not operated on public roads. [3] Offsite emissions from vehicles operating on public roads. Source: CalEEMod Version 2016.3.2.						
Local Criteria						
Demolition[1]	-	7.25	7.57	-	0.99	0.48
Grading[1]	-	7.25	7.57	-	0.81	0.58
Combined Building Construction, Paving, and Architectural Coatings	-	15.31	16.11	-	0.83	0.77
Maximum Daily Construction Emissions	**-**	**15.31**	**16.11**	**-**	**0.99**	**0.77**
SCAQMD Local Construction Thresholds[2, 3]	-	118	602	-	27	7
Exceeds Threshold?	-	**No**	**No**	**-**	**No**	**No**
Notes: [1] Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403. [2] For NOx and CO the thresholds are based on the nearest offsite workers located 20 feet (6 meters) south of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold. [3] For PM10 and PM2.5 the thresholds are based on the nearest homes located 300 feet (91 meters) to the northeast, which were calculated by interpolating the 50- and 100-meter thresholds. Source: Calculated from SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 23, Metropolitan Riverside County.						

Operation - The Proposed Project's incremental increase in regional emissions resulting from operation of the Proposed Project would not exceed any SCAQMD thresholds. The data provided in **Table 4** - *Project-Related Local and Regional Operational Emissions* below shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds which are outlined in the Vista Environmental air quality and greenhouse gas emissions report (Appendix E). SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. Since the nearby intersections to the Proposed Project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the Proposed Project and no CO Hotspot modeling was performed. The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality. **Table 4** shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating in the immediate vicinity of the Project Site and the calculated emissions thresholds.

Table 4 - Project-Related Local and Regional Operational Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Regional Criteria						
Area Sources[1]	3.48	0.00	0.04	0.00	0.00	0.00
Energy Usage[2]	0.24	2.21	1.85	0.01	0.17	0.17
Mobile Sources[3]	1.79	12.27	15.64	0.06	4.56	1.25
Total Emissions	**5.51**	**14.48**	**17.54**	**0.07**	**4.72**	**1.42**
SCQAMD Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Notes: [1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. [2] Energy usage consist of emissions from natural gas usage. [3] Mobile sources consist of emissions from vehicles and road dust. Source: Calculated from CalEEMod Version 2016.3.2.						
Local Criteria						
Area Sources	-	<0.00	0.04	-	<0.00	<0.00
Energy Usage	-	2.21	1.85	-	0.17	0.17
Mobile Sources	-	12.27	15.64	-	4.56	1.25
Total Emissions	**-**	**14.48**	**17.54**	**-**	**4.72**	**1.42**
SCAQMD Thresholds[1, 2]	-	118	602	-	7	2
Exceeds Threshold?	**-**	**No**	**No**	**-**	**No**	**No**
Notes: [1] For NOx and CO the thresholds are based on the nearest offsite workers located 20 feet (6 meters) south of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold. [2] For PM10 and PM2.5 the thresholds are based on the nearest homes located 300 feet (91 meters) to the northeast, which were calculated by interpolating the 50- and 100-meter thresholds. Source: Calculated from SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 23, Metropolitan Riverside County.						

As shown in **Table 4**, the operational pollutant emission concentrations resulting from the operation of the Proposed Project would not exceed SCAQMD thresholds. Therefore, potential air quality impacts associated with operation would be less than significant.

Sensitive Receptors - The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The discussion below includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptor to the Project Site is a multi-family residence located approximately 300 feet to the northeast of the Project Site, and offsite workers in the building located approximately 20 feet from the south side of the Project Site. Construction of the Proposed Project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in **Table 3**. The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the Proposed Project. Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term

construction schedule, the Proposed Project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. No CO hotspots would occur as a result of the Proposed Project's operations. The operation of the Proposed Project would not result in local or regional air quality impacts exceeding SCAQMD thresholds, as shown in **Table 4**. The Proposed Project would involve only routine deliveries by truck for hotel and restaurant supplies, which would generate well below the 100 trucks per day threshold that would have the potential to create a significant TAC impact at the nearby sensitive receptors (as determined by CAPCOA's screening criteria). Therefore, potential impacts to sensitive receptors associated with construction and operation of the Proposed Project would be less than significant.

Odor - Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project Site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, potential impacts associated with construction odors would be less than significant.

Potential sources that may emit odors during the on-going operations of the Proposed Project would primarily occur from odor emissions from the trash storage areas. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest sensitive receptors from the proposed trash storage areas and through compliance with SCAQMD's Rule 402, potential impacts associated with operational odors would be less than significant.

Greenhouse Gas Emissions - The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment, as detailed in **Table 5** – *Project-Related Greenhouse Gas Annual Emissions* below. The data provided in Table 5 shows that the Proposed Project would create 2,958.83 MTCO2e per year. According to the SCAQMD's threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 MTCO2e per year. Therefore, potential impacts associated with significant generation of greenhouse gas emissions would be less than significant.

Table 5 - Project-Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[1]	0.01	<0.00	<0.00	0.01
Energy Usage[2]	1,763.51	0.04	0.01	1,768.14
Mobile Sources[3]	1,056.56	0.07	0.00	1,058.24
Solid Waste[4]	14.29	0.84	0.00	35.41
Water and Wastewater[5]	75.25	0.24	0.01	82.90
Construction[6]	14.07	0.00	0.00	14.12
Total GHG Emissions	2,923.69	1.19	0.02	**2,958.83**
SCAQMD Draft Threshold of Significance				**3,000**
Exceed Screening Threshold?				No

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[6] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2016.3.2.

Based on the Proposed Project's anticipated compliance with local, regional, and state regulatory rules, potential impacts associated with air quality would be less than significant.

d. Water Quality:

The Proposed Project consists of the demolition of existing surface parking lot improvements on the north western portion of the site, and construction of an eight-story, 226-room hotel with a three-level subterranean parking garage, totaling 215,350 square-feet on a site currently developed with the existing Central Fire Station and paved parking lot. A project specific water quality management plan (Appendix F) and hydrology report (Appendix G) were prepared for the Proposed Project (July 2019 and March 3, 2020). The Project Site would include 23,484 SF of impervious area, and the area of disturbance would encompass 0.55 acres of the Project Site, as the adjacent historic structure would not be expanded or reduced as a part of the Proposed Project. The Contractor shall implement storm water and urban runoff pollution prevention controls, and Best Management Practices (BMPs) on construction sites in accordance with Chapter 14.12 - *Discharges of Wastes into the Public Sewer and Pollutants Into the Storm Drain Systems*, and Title 17 - *Grading*, of the RMC. Low Impact Development (LID) practices would be implemented as a part of the Proposed Project (Appendix F). These LID would include maintaining the existing site drainage, which drains to Mission Inn Avenue and is collected in a municipally maintained storm drain system and would also include bioretention planters on the pool deck. Roof drains would then collect in the proposed bioretention planters. Runoff from the Proposed Project would not exceed pre-development conditions. The proposed grading areas and proposed drainage systems are in conformance with the City of Riverside Drainage Master Plan (Appendix G). Therefore, potential impacts associated with water quality would be less than significant.

Can the project site be adequately served by all required utilities and public services?

a. Fire Protection:

According to the Riverside General Plan Safety Element, the Project Site is not located within a moderate, high, or very high fire hazard rated area.[2] However, the construction of a 226-room extended stay hotel could incrementally increase demands for fire protection services and the increased demand for fire protection services would be met with existing fire resources. The Riverside Fire Department maintains proactive and preventative measures to reduce fire risks and is the first responder to fire emergencies. Additional fire personnel and associated facilities and equipment would be provided through the annual Operating Budget and Capital Improvement Program review process. Fire Department needs are assessed annually, and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the City. Building plans submitted for new development on the Project Site would be required to comply with fire safety requirements. Additionally, development of the Project Site would not result in the need for new or physically altered fire protection facilities. Therefore, potential impacts associated with fire protection would be less than significant.

b. Police Protection:

The construction of a 226-room hotel with a three-level subterranean parking garage could incrementally increase demands for police services. However, like fire protection services, the increased demand for police protection services would be met with existing police resources. Development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant.

c. Schools:

The Proposed Project would include the construction of a 226-room hotel with a three-level subterranean parking garage. No new residents would directly result from the Proposed Project, therefore no impacts to schools would occur.

d. Parks:

The Proposed Project would include the construction of a 226-room hotel with a three-level subterranean parking garage. The extended stay hotel would provide amenities onsite for patrons, including a pool and outdoor rooftops space. No new residents would directly result from the Proposed Project, therefore no impacts to parks would occur.

e. Other Public Facilities:

The Proposed Project would include the construction of a 226-room hotel with a three-level subterranean parking garage. No new residents would directly result from the Proposed Project, therefore no impacts to other public facilities, such as libraries, would occur.

[2] https://riversideca.gov/cedd/planning/city-plans/general-plan-0 (Public Safety Element, Figure PS-7)

f. Wastewater/Sewer:

The Proposed Project would be served by the City of Riverside's Public Works Department for wastewater (sanitary sewer) collection service. The Proposed Project is located within a developed area and there is an existing sanitary sewer main in Mission Inn Avenue, directly adjacent to the north of the Project Site. The Proposed Project would be required to connect to this existing sanitary sewer line. The size of the Proposed Project would allow for existing wastewater infrastructure and facilities to be utilized and therefore would be adequate to serve the wastewater collection requirements of the Proposed Project. Therefore, potential impacts to wastewater treatment facilities/sewer systems would be less than significant.

g. Storm Water Drainage:

The Proposed Project consists of the construction of an eight-story, 226-room hotel with a three-level subterranean parking garage. The Project Site would include 23,484 SF of impervious area, and the area of disturbance would encompass 0.55 acres of the Project Site, as the adjacent historic structure would not be expanded or reduced as a part of the Proposed Project. Per Chapter 14.12 of the RMC, the Applicant would be required to include specific design Best Management Practices to ensure that no storm water runoff generated on the Project Site would leave it without pre-treatment for urban pollutants. The Proposed Project would not alter any drainage pattern that would result in substantial erosion or siltation on or offsite. The Proposed Project would not involve an alteration of the course of a stream or river. Low Impact Development (LID) practices would be implemented as a part of the Proposed Project (Appendix F). These LID would include maintaining the existing site drainage, which drains to Mission Inn Avenue and is collected in a municipally maintained storm drain system and would also include bioretention planters on the pool deck. Roof drains would then collect in the proposed bioretention planters. Runoff from the Proposed Project would not exceed pre-development conditions. The proposed grading areas and proposed drainage systems are in conformance with the City of Riverside Drainage Master Plan. Therefore, potential impacts associated with storm water drainage would be less than significant.

h. Water Supplies:

The City of Riverside is served by the Riverside Public Utilities Department (RPU), Western Municipal Water District (WMWD), Eastern Municipal Water District (EMWD), and Riverside Highland Water Company. A majority of the City's water is from groundwater basins within the area which are monitored by RPU to ensure Federal and State water quality standards are met[3]. Additional sources of water involve importing water from WMWD when groundwater supply does not meet peak demands and for emergencies and obtaining water through an exchange

[3] https://riversideca.gov/cedd/planning/city-plans/general-plan-0 (Public Facilities and Infrastructure Element, PF-5)

program with the Gage Canal Company[4]. The Project Site is located within the RPU Service Area[5]. The City's Public Utilities Department's 2015 Urban Water Management Plan concluded RPU's identified supplies exceed the expected demands through 2040[6]. The Proposed Project is consistent with the Downtown Specific Plan, and Zoning Code and was reflected in the City's demand calculations. Therefore, potential impacts associated with water supplies would be less than significant.

i. Solid Waste Disposal:

The Proposed Project consists of the construction of an eight-story, 226-room hotel with a three-level subterranean parking garage. The Proposed Project's contribution of solid waste would be based on the commercial aspect of the hotel use and would be required to comply with Title 6 – Health and Sanitation of the City's Municipal Code. Title 6 outlines receptacle requirements, location of containers, type of materials/placement in containers, as well as nuisance abatement regulations for waste receptacles. The Proposed Project would include a trash receptacle room that would house all waste containers for the use, consistent with City regulations. According to the City's Public Facilities and Infrastructure Element of the General Plan, all solid waste collected is tipped at the Robert A. Nelson Transfer Station, which is owned by the County of Riverside. The waste is then transferred to either the Badlands Landfill in Moreno Valley, the El Sobrante Landfill located east of Interstate 15 south of the City of Corona or the Lamb Canyon Landfill located between the City of Beaumont and the City of San Jacinto for disposal. The Proposed Project is consistent with the Downtown Specific Plan and thus the General Plan. Increases in solid waste generated by the development under the City's General Plan is not anticipated to exceed capacity of the landfills. Public Resource Code Section 41780 requires every city and county to divert from landfills at least 50% of waste generated within their jurisdiction, and the City has exceeded its required reduction in recent years. Therefore, potential impacts associated with solid waste disposal would be less than significant.

j. Electricity: k. Natural Gas: l. Telephone Service: m. Television Service:

The Project Site is in a built-out, urban setting. The site and the surrounding properties are fully served by various utility service providers. There are no anticipated significant service or system upgrades needed to serve the proposed warehousing use. Therefore, potential impacts associated with demand for these services would be less than significant.

[4] https://riversideca.gov/cedd/planning/city-plans/general-plan-0 (Public Facilities and Infrastructure Element, page PF-2 - PF-3)

[5] https://riversideca.gov/cedd/planning/city-plans/general-plan-0 (Public Facilities and Infrastructure Element, Figure PF-1)

[6] https://www.riversideca.gov/utilities/about-rpu/pdf/RPU_2015_UWMP_June.pdf (p. 1-6)

SECTION 15331 (CLASS 31) CATEGORICAL EXEMPTION: HISTORICAL RESOURCE RESTORATION/ REHABILITATION

The Proposed Project is one that involves the rehabilitation, restoration, and reconstruction of a historical resource – the Central Fire Station, the Mission Inn Historic District, and the Seventh Street Historic District – consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, as demonstrated in Appendix A. Therefore, the Class 31 Categorical Exemption for Historical Resource Restoration/Rehabilitation also applies.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS:

None of the exceptions to the categorical exemptions set forth in State CEQA Guidelines Section 15300.2 apply to the Proposed Project. Specifically, there will be no cumulatively significant impacts due to successive projects of the same type in the same place because no other such projects have been proposed and space is limited in the vicinity of the Project Site. Further, there is no reasonable possibility that the Project will have a significant effect on the environment due to unusual circumstances because the Project site is already developed. The Project site is not located within an officially designated state scenic highway and does not involve activities on a hazardous waste site included on any list compiled pursuant to Government Code Section 65962.5. Finally, the Project does not involve activities which may cause a substantial adverse change in the significance of a historical resource, as detailed in the historic resource evaluation (Appendix A) for the Proposed Project (January 2021). The nearest historical structure is the Central Fire Station on the Project Site, which is located in the Mission Inn Historic District and the Seventh Street Historic District (**Figure 3**).

Appendix A details a design development analysis of significant character-defining architectural and historical cultural resource features present in the Central Fire Station that have informed the design character of the proposed hotel structure. The Proposed Project does not materially alter in an adverse manner the physical characteristics of the Central Fire Station that conveys its historical significance and that substantially justify its inclusion in the California Register of Historical Resources. The Central Fire Station has limited character-defining features present within the interior spaces, stemming from multiple alterations of the non-public interior spaces. The alterations proposed to the Project Site preserve the primary character-defining features, especially the north Mission Inn Avenue and East Line Street facades of the Central Fire Station. The Proposed Project include aspects of rehabilitation, consisting of minor exterior improvements such as a change out of existing roll up garage doors from solid metal roll up doors to divided lite glass doors on the south and north elevations, removal of one exterior doorway on the north elevation, and exterior paint color change on the stucco portion of the historic structure, as detailed under Project Description. These proposed modifications comprise a rehabilitation approach which confirm with the standard of care specified in the Public Resource Code and Secretary of the Interior's Standards as referenced in Appendix A. Additionally, Appendix A demonstrates that the construction and operation of the Proposed Project would not cause a substantial adverse change in the significance of the Mission Inn Historic District and the Seventh Street Historic District.

The findings set forth in this Notice reflect the independent judgment and analysis of the City.

** Authority: See Public Resources Code Section 21083 and Section 15332 of Title 14 of the California Code of Regulations.

DETERMINATION:

I find that the analysis adequately supports each question and that the effects of the Proposed Project are typical of those generated within that class of projects (*i.e.*, Class 32 – Infill Development Projects) characterized as in-fill development meeting the conditions of Section 15332 of Title 14 of the California Code of Regulations. The Proposed Project would not cause a significant effect on the environment and is, therefore, categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act.

Signature of Environmental Consultant

3/9/2021

Date

Christine Saunders, Director, Environmental Services

Sagecrest Planning+Environmental

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