



City of Arts & Innovation

# COMMUNITY DEVELOPMENT DEPARTMENT

## Planning Division

### Draft Negative Declaration

**AGENDA ITEM NO.:**

**WARD: 3**

1. **Case Number:** P13-0159, P13-0160 & P13-0162
2. **Project Title:** 7-Eleven Vehicle Fueling Station and Convenience Store
3. **Hearing Date:** November 7, 2013
4. **Lead Agency:** City of Riverside  
Community Development Department  
Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522
5. **Contact Person:** Gustavo Gonzalez, AICP  
**Phone Number:** (951) 826-5277
6. **Project Location:** 6692 Indiana Avenue, situated on the easterly corner of Indiana Avenue and Jane Street in the CR – Commercial Retail Zone
7. **Project Applicant/Project Sponsor's Name and Address:**

<u>Applicant</u> Lend Lease PO Box 54588 Irvine, CA 92619	<u>Owner</u> Mark Thompson 5225 Canyon Crest Drive, Ste. 250 Riverside, CA 92507
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8. **General Plan Designation:** C – Commercial
9. **Zoning:** CR – Commercial Retail
10. **Description of Project:**

The applicant is requesting approval of a Conditional Use Permit to establish a vehicle fuel station and convenience store (7-Eleven) with findings of Public Convenience and/or Necessity (PCorN) for off-sale alcohol sales (beer and wine) and the Design Review of a plot plan and elevations for the convenience store and gasoline canopy.

The project consists of constructing a new vehicle fueling station to include six (6) gasoline pump dispensers under a 2,450 square foot canopy, a 2,958 square-foot single story convenience store building and twelve (12) new parking spaces on two parcels totaling approximately 0.75 acres. The proposed convenience store is proposed to be staffed by a total of approximately 13 employees and operate on 24-hour basis with beer and wine sales proposed between the hours of 6:00 am to 2:00 am.

Access to the site is proposed to be provided via a two-way driveway along Jane Street and a two-way driveway along Indiana Avenue. In accordance with an existing reciprocal access agreement, parking and driveway access is proposed to be shared with the adjacent existing restaurant to the north.

Implementation of this request as proposed will require the granting of four variances to the developments standards for vehicle fueling stations, including minimum lot size and minimum setbacks for the canopy, convenience store and landscaping along Jane Street.

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

	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
<b>Project Site</b>	Vacant	C – Commercial	CR – Commercial Retail
<b>North</b> (Across Indiana Avenue)	Vacant, SR-91	C – Commercial	CG – Commercial General; CR – Commercial Retail
<b>East</b>	Restaurant (Baker’s)	C – Commercial	CR – Commercial Retail
<b>South</b>	Rail corridor, single-family residential	C – Commercial	RWY – Railway , R-1-7000
<b>West</b> (Across Jane Street)	Office use	C – Commercial	CR-S-2-X – Commercial Retail, story height, street setback overlay zones

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

- a. California Department of Alcoholic Beverage Control

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

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. Project Specific Water Quality Management Plan prepared by GreenbergFarrow on September 27, 2013

**14. Acronyms**

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

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** (To be completed by the Lead Agency)

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

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

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

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

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

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

Printed Name & Title \_\_\_\_\_

For City of Riverside



City of Arts & Innovation

# COMMUNITY DEVELOPMENT DEPARTMENT

## Planning Division

### Environmental Initial Study

#### EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

DRAFT

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1a. Response:</b> (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</p> <p>The proposed project consists of an infill project within an urbanized area completely surrounded by existing development where there are no scenic vistas and where direct, indirect and cumulative impacts to scenic vistas are <b>less than significant impacts</b>.</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><b>1b. Response:</b> (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City’s Urban Forest Tree Policy Manual, Title 20 – Cultural Resources and, Title 19 – Article V – Chapter 19.100 – Residential Zones - RC Zone)</p> <p>There are no scenic highways within the City that could potentially be impacted. In addition the proposed project is not located along or within view of a scenic boulevard, parkway or special boulevard as designated by the City’s General Plan 2025 and therefore will not have any effect on any scenic resources within a scenic roadway. Therefore, any potential adverse direct, indirect or cumulative impacts from this project will be <b>less than significant impact</b>.</p>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>1c. Response:</b> (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines)</p> <p>The proposed project consists of an infill project within an urbanized area completely surrounded by existing development. The project has been designed to be compatible with the surrounding area. Therefore, it will not degrade the existing visual character of the area and <b>no impact</b> directly, indirectly or cumulatively to the visual character or quality of the Planning Area will occur.</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"/>
<p><b>1d. Response:</b> (Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines)</p> <p>The project would not result in a new source of substantial light or glare which would adversely affect day or nighttime views as the project consists of the establishment of a new vehicle fueling station with new gas pumps, canopy and convenience store, where adequate levels of lighting currently exist from the adjacent existing restaurant and any new lighting will be minimal. Additionally, all lighting will be required to provide a minimum intensity of one foot candle and a maximum intensity of ten foot candles at ground level throughout the areas serving the public and areas used for parking, with a ratio of average light to minimum light of four to one (4:1). The light sources will be required to be shielded to minimize off-site glare and must not direct light skyward and must be directed away from adjacent properties and public rights-of-ways. If lights are proposed to be mounted on the convenience store building, down lights must be utilized. Light poles must not exceed 20 feet in height. As such the project will have less than significant impacts directly, indirectly or cumulatively which would adversely affect day or nighttime views.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>2. AGRICULTURE AND FOREST RESOURCES:</b>				
<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><b>2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability &amp; General Plan 2025 FPEIR – Appendix I – Designated Farmland Table)</b></p> <p>The Project is located within an urbanized area. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 reveals that the project site is not designated as, and is not adjacent to or in proximity to any land classified as, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the project will have <b>no impact</b> directly, indirectly or cumulatively to agricultural uses.</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"/>
<p><b>2b. Response: (Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)</b></p> <p>The site is within a built environment and no Williamson Act contracts are implemented on the site. The proposed project will not conflict with existing zoning for agricultural uses or any applicable Williamson Act contracts. Therefore, <b>no impacts</b> will occur from this project directly, indirectly or cumulatively.</p>				
<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))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2c. Response: (Source: GIS Map – Forest Data)</b></p> <p>The subject site is zoned CR-Commercial Retail, which is generally intended for retail uses. The proposal to establish a new vehicle fueling station and convenience store with the off-sale of beer and wine (Type 20 license) will not result in the rezoning of property intended for forest land. Furthermore, The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, <b>no impacts</b> will occur from this project directly, indirectly or cumulatively.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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><b>2d. Response:</b> (Source: GIS Map – Forest Data)  The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland, therefore <b>no impacts</b> will occur from this project directly, indirectly or cumulatively.</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><b>2e. Response:</b> (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR – Appendix I – Designated Farmland Table, Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone and GIS Map – Forest Data)  The project is located in an urbanized area of the City. Additionally, the site is identified as urban/built out land and therefore does not support agricultural resources or operations. The project will not result in the conversion of designated farmland to non-agricultural uses. In addition, there are no agricultural resources or operations, including farmlands within proximity of the subject site. The City of Riverside has no forest land that can support 10-percent native tree cover. Therefore, <b>no impacts</b> will occur from this project directly, indirectly or cumulatively to conversion of Farmland, to non-agricultural use or to the loss of forest land.</p>				
<b>3. AIR QUALITY.</b>				
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><b>3a. Response:</b> (Source: South Coast Air Quality Management District’s 2007 Air Quality Management Plan (AQMP))  Projects that are consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG’s modeling section to forecast travel demand and air quality for planning activities such as the Regional Transportation Plan (RTP), the SCAQMD’s AQMP, Regional Transportation Improvement Program (TRIP), and the Regional Housing Plan. This project is consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) that are consistent with the General Plan 2025 “Typical Growth Scenario.” Since the project is consistent with the General Plan 2025, it is also consistent with the AQMP. The project will have a <b>less than significant impact</b> directly, indirectly and cumulatively to the implementation of an air quality plan.</p>				
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"/>
<p><b>3b. Response:</b> (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District’s 2007 AQMP, CalEEMod 2013.2.1)  An Air Quality Model was conducted using CalEEMod version 2013.2.1. The results of the air quality model showed that the proposed project would generate emissions far lower than the SCAQMD thresholds for significance for air quality emissions and it was determined to be <b>less than significant</b> directly, indirectly and cumulatively to ambient air quality and will not contribute to an existing air quality violation.</p>				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>3c. Response:</b> (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b><i>Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, CalEEMod 2013.2.1)</i></b>				
Per the GP 2025 FPEIR, AQMP thresholds indicate future construction activities under the General Plan are projected to result in significant levels of NOx and ROG, both ozone precursors, PM-10, PM-2.5 and CO. Although long-term emissions are expected to decrease by 2025, all criteria pollutants remain above the SCAQMD thresholds. The portion of the Basin within which the City is located is designated as a non-attainment area for ozone, PM-10 and PM-2.5 under State standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under Federal standards.				
Because the proposed project is consistent with the General Plan 2025, cumulative impacts related to criteria pollutants as a result of the project were previously evaluated as part of the cumulative analysis of build out anticipated under the General Plan 2025 Program. As a result, the proposed project does not result in any new significant impacts that were not previously evaluated and for which a statement of overriding considerations was adopted as part of the General Plan 2025 FPEIR. Therefore, cumulative air quality emissions impacts are <b>less than significant</b> .				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>3d. Response:</b> <i>(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan, CalEEMod 2013.2.1, EMFAC 2007 Model.</i>				
Short-term impacts associated with construction from General Plan 2025 typical build out will result in increased air emissions from grading, earthmoving, and construction activities. Mitigation Measures of the General Plan 2025 FPEIR requires individual development to employ construction approaches that minimize pollutant emissions (General Plan 2025 FPEIR MM AIR 1- MM AIR 5, e.g., watering for dust control, tuning equipment, limiting truck idling times). In conformance with the General Plan 2025 FPEIR MM AIR 1 and MM AIR 7 a CalEEMod computer model analyzed short-term construction and long-term operational related impacts of the project and determined that the proposed project would not exceed SCAQMD thresholds for short-term construction and long-term operational impacts. Therefore, the project will not expose sensitive receptors to substantial pollutant concentrations and a <b>less than significant impact</b> will occur directly, indirectly or cumulatively for this project.				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>3e. Response:</b> <i>(Source:)</i> While exact quantification of objectionable odors cannot be determined due to the subjective nature of what is considered "objectionable," the nature of the proposed project to establish a vehicle fuel station and convenience store with off-sale alcohol sales, associated infrastructure and related off-site improvements present a potential for the generation of objectionable odors associated with construction activities. The operation of a vehicle fueling station is not typically associated with the generation of objectionable odors. However, the construction activities associated with the expected build out of the project site will generate airborne odors like diesel exhaust emissions, architectural coating applications, and on- and off-site improvement installations. However, said emissions would occur only during daylight hours, be short-term in duration, and would be isolated to the immediate vicinity of the construction site. Therefore, they would not expose a substantial number of people to objectionable odors on a permanent basis. Therefore, the project will not cause objectionable odors affecting a substantial number of people and a <b>less than significant impact</b> directly, indirectly and cumulatively will occur.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4a. Response:</b> (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area)</p> <p>The project site is located on a previously developed/improved site within an urbanized area and a search of the MSHCP database and other appropriate databases identified no potential for candidate, sensitive or special status species, suitable habitat for such species on site. Federal Species of Concern, California Species of Special Concern, and California Species Animal or Plants on lists 1-4 of the California Native Plant Society (CNPS) Inventory. Therefore, the project will have <b>no impact</b> directly, indirectly and cumulatively on habitat modifications, species identified as a candidate, sensitive, or special status species in local or regional plans, and policies or regulations of the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4b. Response:</b> (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)</p> <p>The project is located within an urbanized area where no riparian habitat or other sensitive natural community exists on site or within proximity to the project site. Therefore, the project will have <b>no impact</b> on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service directly, indirectly and cumulatively.</p>				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4c. Response:</b> (Source: City of Riverside GIS/CADME USGS Quad Map Layer)</p> <p>The project is located within an urbanized area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on site or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include USACOE jurisdictional drainages or wetlands. Therefore, the proposed project would have <b>no impact</b> to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly and cumulatively.</p>				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><b>4d. Response:</b> (Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage)  The project is within an urbanized area and will not result in a barrier to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the project will have <b>no impact</b> to wildlife movement directly, indirectly and cumulatively.</p>				
<p>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4e. Response:</b> (Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual)  The construction of a vehicle fueling station and convenience store is subject to MSHCP mitigation fees, City of Riverside landscaping design standards and all applicable regional, State and Federal conservation, endangered and threatened species mitigation fees. In addition, the General Plan 2025 includes policies to ensure that future development would not conflict with any local policies or ordinances protecting biological resources, including tree preservation policies. This project has been reviewed against these policies and found to be in compliance with the policies. For these reasons, the project will have <b>no impact</b> directly, indirectly and cumulatively local policies or ordinances protecting biological resources.</p>				
<p>f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4f. Response:</b> (Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)  The project site is located within an urbanized area and will not impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan directly, indirectly and cumulatively. Therefore, the project will have <b>no impact</b> on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.</p>				
<p><b>5. CULTURAL RESOURCES.</b>  Would the project:</p>				
<p>a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>5a. Response:</b> (Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code)  The project is located on a site where no historic resources exist as defined in Section 15064.5 of the CEQA Guidelines because the project is currently vacant. Therefore, <b>no impacts</b> directly, indirectly and cumulatively to historical resources are expected.</p>				
<p>b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>5b. Response:</b> (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study)  The project site is located on a vacant property, which was a previously developed and within an urban built up area. As the site is within an urbanized area Figures 5.5-1 of the General Plan FPEIR does not identify this site as a site with high or low archeological importance. Furthermore, a condition of approval has been included requiring the construction and grading of this project to be halted should cultural, historical resources or archaeological items be found during grading and</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>construction activity in the vicinity of the find and a qualified archaeologist, meeting Secretary of Interior Standards, shall be hired at the applicant's expense to work with the Planning Division to determine the finds' significance and possible mitigation measures. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archeologist shall contact the affected Tribe. If requested by the Tribe, the developer or the project archeologist shall in good faith, consult on the discovery and its disposition (e.g., avoidance, preservation, return or artifacts to tribe, etc.). Therefore, the project will have <b>less than significant impacts</b> directly, indirectly and cumulatively to an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines.</p>				
<p>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>5c. Response:</b> (Source: General Plan 2025 Policy HP-1.3) Please refer to Responses 5a. and 5b. above.</p>				
<p>d. Disturb any human remains, including those interred outside of formal cemeteries?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>5d. Response:</b> (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity) Please refer to Responses 5a. and 5b. above. Furthermore, if human remains are found during the excavation, the Native American Graves Protection Act Guidelines and State law require that construction personnel halt work in the immediate area; leave the remains in place; contact the City Manager, the City Historic Preservation Officer, and the Riverside County Coroner. Until a representative from the Coroner's office reviews the remains in the field, they must not be removed. If the Coroner determines that the remains are prehistoric, the Coroner contacts the Native American Heritage Commission and the most likely descendent from the Native American community is informed. The final disposition of remains is coordinated by representatives of the property owner and the most likely descendent and perhaps assisted by the City's Historic Preservation Officer and/or the project archaeologist.</p>				
<p><b>6. GEOLOGY AND SOILS.</b> Would the project:</p>				
<p>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<p>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6i. Response:</b> (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones &amp; General Plan 2025 FPEIR Appendix E – Geotechnical Report) Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The project site does not contain any known fault lines and the potential for fault rupture or seismic shaking is low. Compliance with the California Building Code regulations will ensure that <b>no impacts</b> related to strong seismic ground will occur directly, indirectly and cumulatively.</p>				
<p>ii. Strong seismic ground shaking?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6ii. Response:</b> (Source: General Plan 2025 FPEIR Appendix E – Geotechnical Report) The San Jacinto Fault Zone located in the northeastern portion of the City, or the Elsinore Fault Zone, located in the southern portion of the City's Sphere of Influence, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. Because the proposed project complies with California Building Code regulations, impacts associated with strong seismic ground shaking will have <b>no impact</b> directly, indirectly and cumulatively.</p>				
<p>iii. Seismic-related ground failure, including liquefaction?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6iii. Response:</b> (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction)</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, and Appendix E – Geotechnical Report)</b>				
The project site is located in an area with low potential for liquefaction as depicted in the General Plan 2025 Liquefaction Zones Map – Figure PS-2. Compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction would have <b>no impact</b> directly, indirectly and cumulatively.				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix E – Geotechnical Report, Title 18 – Subdivision Code, Title 17 – Grading Code)</b>				
The project site and its surroundings have generally flat topography and are not located in an area prone to landslides per Figure 5.6-1 of the General Plan 2025 Program Final PEIR. Therefore, there will be <b>no impact</b> related to landslides directly, indirectly and cumulatively.				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code)</b>				
Erosion and loss of topsoil could occur as a result of the project. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, with the erosion control standards for which all development activity must comply (Title 18), the Grading Code (Title 17) also requires the implementation of measures designed to minimize soil erosion. Compliance with State and Federal requirements as well as with Titles 18 and 17 will ensure that soil erosion or loss of topsoil will be <b>less than significant impact</b> directly, indirectly and cumulatively.				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6c. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Appendix E – Geotechnical Report)</b>				
The general topography of the subject site is flat. Compliance with the City’s existing codes and the policies contained in the General Plan 2025 help to ensure that impacts related to geologic conditions are reduced to <b>less than significant impacts</b> level directly, indirectly and cumulatively.				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6d. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)</b>				
The project is located on a site that does not have expansive soils and therefore there will be <b>no impact</b> directly, indirectly or cumulatively.				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6e. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types)</b>				
The proposed project will be served by sewer infrastructure. Therefore, the project will have <b>no impact</b> .				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>7. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7a. Response: (Source:)</b> Projects that are consistent with the projections of employment and population forecasts identified by the SCAG are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG's modeling section to forecast travel demand and air quality for planning activities such as the RTP, the SCAQMD's AQMP, RTIP, and the Regional Housing Plan. This project is consistent with the projections of employment and population forecasts identified by the SCAG which are consistent with the General Plan 2025 "Typical Growth Scenario." Thus, a <b>less than significant impact</b> is expected directly, indirectly and cumulatively.</p>				
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7b. Response: (Source:)</b> The SCAQMD supports State, Federal and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules and has established an interim Greenhouse Gas (GhG) threshold; however, there are currently no established guidelines or regulations issued on significance thresholds or methodologies for assessing impacts of global warming. The project would comply with all SCAQMD applicable rules and regulations during construction of the renovated service station, convenience store and car wash and will not interfere with the State's goals of reducing GhG emissions to 1990 levels by the year 2020 as stated in the AB 32 and an 80 percent reduction in GhG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Even though neither the City of Riverside, nor the CARB or OPR have yet to adopt a numeric threshold of significance for emissions of GhG, based on the above, the project will not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GhG and thus a <b>less than significant impact</b> will occur directly, indirectly and cumulatively in this regard.</p>				
<b>8. HAZARDS &amp; HAZARDOUS MATERIALS.</b> Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8a. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM's Strategic Plan)</b> The project entails the establishment of a vehicle fuel station and convenience store with off-sale alcohol sales (beer and wine). The proposal in and of itself will not pose a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials. However, the construction facilitated by this proposal has the potential to create a hazard to the public or environment through the routine transportation, use, and disposal of construction related hazardous materials as the project would include the delivery and disposal of hazardous materials such as fuels, oils, solvents, and other materials. These materials are typical of materials delivered to construction sites.  The proposed vehicle fueling station would typically include the storage and use of fuel in underground tanks. Oversight by the appropriate Federal, State, and local agencies, and compliance by the new development with applicable regulations related to the handling, storage and disposal of hazardous materials will cause the project to have a <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8b. Response: (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California</b></p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><i>Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside's EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM's Strategic Plan)</i></p>				
<p>Please refer to Response 8b. above. Furthermore, compliance with existing regulations would ensure that the public would not be exposed to any unusual or excessive risks related to hazardous materials as a result of this project. As such, impacts associated with the upset and accident conditions involving the release of hazardous materials into the environment would be a <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
<p>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8c. Response:</b> <i>(Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, Figure 5.13-4 – Other School District Boundaries, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code)</i></p> <p>Although the hazardous materials that will be stored at the proposed vehicle fueling may pose a health risk to nearby existing schools, all businesses that handle or have on-site transportation of hazardous materials are required to comply with the provisions of the City's Fire Code and any additional regulations as required in the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. Compliance with existing Federal and State regulations impacts associated with the exposure of schools to hazardous materials caused by this project will be a <b>less than significant impact</b> directly, indirectly and cumulatively.</p>				
<p>d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8d. Response:</b> <i>(Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites)</i></p> <p>A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have <b>no impact</b> to creating any significant hazard to the public or environment directly, indirectly or cumulatively.</p>				
<p>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8e. Response:</b> <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)</i></p> <p>The proposed project is located within Airport Compatibility Zone E as depicted on Figure 5.7-2 of the General Plan 2025 Program FPEIR for Riverside Municipal Airport as noted in the Riverside County Airport Land Use Compatibility Plan (RCALUCP). The project was reviewed by Planning staff to ensure that the project is consistent with the compatibility zone as well as in compliance with the land use standards in the RCALUCP. Because the project has been found to be consistent with the RCALUCP by staff, impacts related to hazards from airports are <b>less than significant impacts</b> directly, indirectly and cumulatively.</p>				
<p>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8f. Response:</b> <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Because the proposed project is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have <b>no impact</b> directly, indirectly or cumulatively.</p>				
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>8g. Response:</b> (Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</p> <p>The project will be served by existing, fully improved streets, Indiana Avenue and Jane Street, as well as a network of on-site local streets. All streets have been designed to meet the Public Works and Fire Departments’ specifications. As part of the project’s construction, no street closure will be necessary so as not to interfere or impede with any emergency response or evacuation plan. Therefore, the project will have a <b>less than significant impact</b> directly, indirectly and cumulatively to an emergency response or evacuation plan.</p>				
<p>h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>8h. Response:</b> (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside’s EOP, 2002 <a href="http://intranet/Portal/uploads/Riv_City_EOP_complete.pdf">http://intranet/Portal/uploads/Riv_City_EOP_complete.pdf</a>, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)</p> <p>The proposed project is located in an urbanized area where no wildlands exist and the property is no located within a Very High Fire Severity Zone (VHFSZ) or adjacent to wildland areas or a VHFSZ; therefore <b>no impact</b> regarding wildland fires either directly, indirectly or cumulatively from this project will occur.</p>				
<p><b>9. HYDROLOGY AND WATER QUALITY.</b></p>				
<p>Would the project:</p>				
<p>a. Violate any water quality standards or waste discharge requirements?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9a. Response:</b> (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Project Specific Water Quality Management Plan prepared by GreenbergFarrow on September 27, 2013)</p> <p>The project site is currently vacant with close to 90 percent of pervious surface. Upon construction of the buildings, structures and parking areas for this project, the impermeable area of the project site will increase. A preliminary WQMP has been submitted and approved by the Public Works Department for this project. Furthermore, under the NPDES permit managed by the RWQCB, the project is required to institute new water quality BMPs, as new runoff will be generated from the project. Urban runoff is currently and will continue to be conveyed by local drainage facilities developed throughout the City to regional drainage facilities, and then ultimately to the receiving waters. To address potential water contaminants, the project is required to comply with applicable Federal, State, and local water quality regulations</p> <p>During the construction phase, a final approved WQMP will be required for the project, as well as coverage under the State’s General Permit for Construction Activities, administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. Given compliance with all applicable local, state, and federal laws regulating surface water quality, the proposed project as designed is anticipated to result in a <b>less than significant impact</b> directly, indirectly or cumulatively to any water quality standards or waste discharge.</p>				
<p>b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
would not support existing land uses or planned uses for which permits have been granted)?				
<p><b>9b. Response:</b> <i>(Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU Map of Water Supply Basins, RPU Urban Water Management Plan)</i></p> <p>The proposed project is located within the Riverside South Water Supply Basin. The project is required to connect to the City’s sewer system and comply with all NPDES and WQMP requirements which will ensure the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there will <b>no impact</b> to groundwater supplies and recharge either directly, indirectly or cumulatively.</p>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9c. Response:</b> <i>(Source: Preliminary grading plan and Project Specific Water Quality Management Plan prepared by GreenbergFarrow on September 27, 2013)</i></p> <p>The project is subject to NPDES requirements. Erosion, siltation and other possible pollutants associated with long-term implementation of projects are addressed as part of the Water Quality Management Plan (WQMP) and grading permit process. Therefore, the project will have a <b>less than significant impact</b> directly, indirectly or cumulatively to existing drainage patterns.</p>				
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9d. Response:</b> <i>(Source: Preliminary grading plan and Project Specific Water Quality Management Plan prepared by GreenbergFarrow on September 27, 2013)</i></p> <p>The project site is not located within the 100-year flood plain. Underground storm drains and streets are designed to accommodate the 10-year storm flow from curb to curb, while 100-year storms are accommodated within street right-of-ways. The runoff from the project in a developed condition has been studied and is required to be attenuated on-site, so although the drainage pattern will be altered the off-site discharge is the same as the undeveloped condition. Therefore, there will be <b>less than significant impact</b> directly, indirectly or cumulatively in the rate or amount of surface runoff and it will not result in flooding on- or off-site.</p>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9e. Response:</b> <i>(Source: Preliminary Grading Plan and Project Specific Water Quality Management Plan prepared by GreenbergFarrow on September 27, 2013)</i></p> <p>Within the scope of the project, the installation of storm water drainage systems is not required as it adequate infrastructure already exists. Expected pollutants will be treated through the incorporation of the site design, source control and treatment control measures specified in the project specific WQMP. Therefore, as the expected pollutants will be mitigated through the project site design, source control, and treatment controls already integrated into the project design, the project will not create or contribute runoff water exceeding capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and there will be a <b>less than significant impact</b> directly, indirectly or cumulatively.</p>				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9f. Response:</b> <i>(Source: Project Specific Water Quality Management Plan prepared by GreenbergFarrow on September 27, 2013)</i></p> <p>During and after construction, best management practices (BMPs) will be implemented to reduce/eliminate adverse water</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>quality impacts resulting from development. Furthermore, the City has ensured that the development does not cause adverse water quality impacts, pursuant to its Municipal Separate Storm System (MS4) permit through the project's WQMP. The proposed development will increase the amount of impervious surface area in the City. This impervious area includes paved parking areas, sidewalks, and building rooftops; all sources of runoff which may carry pollutants and therefore has the potential to degrade water quality. This development has been required to prepare preliminary BMP's which have been reviewed and approved by Public Works. Final BMP's will be required prior to grading permit issuance. The purpose of this requirement is to insure treatment BMP's are installed/constructed as part of the project so that the pollutants generated by the project will be treated in perpetuity. Therefore, impacts related to degrading water quality are <b>less than significant</b> directly, indirectly and cumulatively.</p>				
<p>g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9g. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)  A review of National Flood Insurance Rate Map (Map Number 06065C0728G Effective Date August 28, 2008) and Figure 5.8-2 -- Flood Hazard Areas of the General Plan Program FPEIR, shows that the project is not located within or near a 100-year flood hazard area and the project does not involve the construction of housing. There will be <b>no impact</b> caused by this project directly, indirectly or cumulatively as it will not place housing within a 100-year flood hazard area.</p>				
<p>h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9h. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)  The project site is not located within or near a 100-year flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C C0728G Effective Date August 28, 2008). Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and <b>no impact</b> will occur directly, indirectly or cumulatively.</p>				
<p>i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9i. Response:</b> (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Maps)  The project site is not located within or near a flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C C0728G Effective Date August 28, 2008) or subject to dam inundation as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. Therefore, the project will not place a structure within a flood hazard or dam inundation area that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and therefore <b>no impact</b> directly, indirectly or cumulatively will occur.</p>				
<p>j. Inundation by seiche, tsunami, or mudflow?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9j. Response:</b> (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)  Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, <b>no impacts</b> due to tsunamis will occur directly, indirectly or cumulatively.</p>				
<p><b>10. LAND USE AND PLANNING:</b></p>				
<p>Would the project:</p>				
<p>a. Physically divide an established community?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10a. Response:</b> (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)  The proposed project has been designed to be consistent with the fit into the pattern of development of the surrounding area providing adequate access, circulation and connectivity consistent with the General Plan 2025, and in compliance with the requirements of the Zoning and Subdivision Codes. Therefore, the project impacts related to the community are <b>less than significant</b>.</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10b. Response:</b> (Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</p> <p>The project is an infill project consistent with the General Plan 2025. It is not located within other plan areas and it is not a project of Statewide, Regional or Area-wide Significance. Furthermore, the proposal was analyzed for consistency with the Zoning Code, which contains site location criteria and site development standards to ensure that vehicle fueling stations with concurrent alcohol sales, including findings of public convenience or necessity (PCorN) as set forth in Section 23958.4 of the Business and Professions Code, would not create significant land use compatibility problems for surrounding existing or future uses. Application of these standards would ensure that the project would not have a detrimental impact on adjacent land uses. Through review of the conditional use permit, specific variances would also be considered. In the judgment of the Planning Division, the potential environmental impacts of any variances should be considered less than significant, given that a process for the consideration of variances is specified in the City’s Municipal Code. Based on the above-referenced information, the proposed conditional use permit to allow a vehicle fueling station concurrent with alcohol sales would not result in significant adverse environmental impacts. Thus, <b>less than significant impacts</b> will result from this project.</p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10c. Response:</b> (Source: General Plan 2025, General Plan 2025 – Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, enter appropriate Specific Plan if one, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</p> <p>See Response 4f above.</p>				
<b>11. MINERAL RESOURCES.</b>				
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>11a. Response:</b> (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</p> <p>The project does not involve extraction of mineral resources or grading activity. No mineral resources have been identified on the project site and there is no historical use of the site or surrounding area for mineral extraction purposes. The project site is not, nor is it adjacent to, a locally important mineral resource recovery site delineated in the General Plan 2025, specific plan or other land use plan. Therefore, the project will have <b>no impact</b> on mineral resources directly, indirectly or cumulatively.</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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>11b. Response:</b> (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</p> <p>The GP 2025 FPEIR determined that there are no specific areas with the City of Sphere Area which have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract state-designated resources. The proposed project is consistent with the General Plan 2025. Therefore, there is <b>no impact</b>.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. NOISE.</b> Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12a. Response:</b> (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code)</p> <p>Per Implementation Tool N-1 of the General Plan 2025 Noise Element, this project has been reviewed to ensure that noise standards and compatibility issues have been addressed. The project meets the City’s noise standards as set forth in Title 7 of the Municipal Code, is compliant with the Noise/Land Use Noise Compatibility Criteria Matrix (Figure N-10) of the Noise Element and therefore does not require an acoustical analysis. Impacts are <b>less than significant</b> on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively.</p>				
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12b. Response:</b> (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G – Noise Existing Conditions Report)</p> <p>Construction related activities although short term, are the most commons source of ground borne noise that could affect occupants of neighboring uses. The City’s Municipal Code Section 7.35.010 restricts operation of tools or equipment used in construction between the hours of 7 p.m. and 7 a.m. on weekdays and between 5 p.m. and 8 a.m. on Saturdays or at any time on Sunday or federal holidays. As construction activities are temporary and limited, the project will cause a less than significant exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels. This project is not expected to generate or be exposed to long-term vibration impacts, as no blasting or pile driving is foreseeable in conjunction with development of the project.</p>				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12c. Response:</b> (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code)</p> <p>Please refer to Response 12a. above. As mentioned above, the ambient noise levels on the project site and in the vicinity of the project site will rise during the temporary and intermittent construction periods above those current levels existing without the project. Upon completion of the temporary and intermittent construction periods, the new vehicle fueling station will result in an increase in permanent ambient noise levels on the project site and in the project vicinity. However, the increase will be consistent with the noise levels generated by the historical development of this property and the surrounding area. Therefore, the project will not cause a substantial increase in ambient noise levels in the project vicinity above levels existing without the project; therefore a <b>less than significant impact</b> is expected.</p>				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><b>12d. Response:</b> (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions Report)</p>				
<p>The primary source of temporary or periodic noise associated with the proposed project is from construction activity and maintenance work. Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines, truck deliveries and hauling. Both the General Plan 2025 and Municipal Code Title 7 (Noise Code) limit construction activities to specific times and days of the week and during those specified times, construction activity is subject to the noise standards provided in the Title 7. Considering the short-term nature of construction and the provisions of the Noise Code, the temporary and periodic increase in noise levels due to the construction which may result from the project are considered <b>less than significant</b> directly, indirectly and cumulatively.</p>				
<p>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>12e. Response:</b> (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contour, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP, March Air Reserve Base/March inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)</p>				
<p>Although the proposed project is located within an airport land use plan and within two miles of a public airport, the proposed project is not located within any of the airport noise contour areas as depicted on Figures N-8 and N-9 of the Noise Element of the General Plan 2025. For this reason, the project would not expose people residing or working in the project area to excessive noise levels related to airport noise. Therefore, impacts will be <b>less than significant</b> directly, indirectly and cumulatively on people residing or working in the project area to excessive noise levels.</p>				
<p>f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>12f. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005)</p>				
<p>Per the GP 2025 Program FPEIR, there are no private airstrips within the City that would expose people working or residing in the City to excessive noise levels. Because the proposed project consists of development anticipated under the General Plan 2025, is not located within proximity of a private airstrip, and does not propose a private airstrip, the project will not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have <b>no impact</b> directly, indirectly or cumulatively.</p>				
<p><b>13. POPULATION AND HOUSING.</b></p>				
<p>Would the project:</p>				
<p>a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>13a. Response:</b> (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP and RTP)</p>				
<p>The proposed project does not involve the construction or demolition of residential dwellings. Also, the project will not require an extension of infrastructure, as the site is located in an urban area with all infrastructure already existing in the area. Finally, the proposed project is consistent with the requirements of the General Plan 2025. For these reasons, the project will have no direct or indirect impact on inducing population growth. <b>No impacts</b> will result.</p>				
<p>b. Displace substantial numbers of existing housing,</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
necessitating the construction of replacement housing elsewhere?				
<b>13b. Response:</b> (Source: CADME Land Use 2003 Layer)				
The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is proposed on vacant land that has no existing housing that will be removed or affected by the proposed project. Therefore, there will be <b>no impact</b> on existing housing either directly, indirectly or cumulatively.				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13c. Response:</b> (Source: CADME Land Use 2003 Layer)				
The project will not displace any people, necessitating the construction of replacement housing elsewhere because the project site is proposed on vacant land that has no existing housing or residents that will be removed or affected by the proposed project. Therefore, this project will have <b>no impact</b> on people, necessitating the need for replacement housing either directly, indirectly or cumulatively.				
<b>14. PUBLIC SERVICES.</b>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14a. Response:</b> (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)				
The project consists of a new vehicle fueling station and convenience store with off-sale alcohol sales. Adequate fire facilities and services are provided by Station #3 located approximately 0.45 miles from the project site to serve this site. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, there will be <b>no impacts</b> on the demand for additional fire facilities or services either directly, indirectly or cumulatively.				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14b. Response:</b> (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)				
The project consists of a new vehicle fueling station and convenience store with off-sale alcohol sales. Adequate police facilities and services are provided by the Central Neighborhood Policing Center with a police station located approximately 1.5 miles from the project site to serve this site. In addition, with implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Police Department practices, there will be <b>no impact</b> on the demand for additional police facilities of services either directly, indirectly or cumulatively.				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14c. Response:</b> (Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, Table 5.13-G – Student Generation for RUSD and AUSD By Education Level, and Figure 5.13-4 – Other School District Boundaries)				
The project is non-residential use that will not involve the addition of any housing units that would increase numbers of school age children. Therefore, there will be <b>no impact</b> on the demand for additional school facilities or services either directly, indirectly or cumulatively.				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14d. Response:</b> (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
The project is a non-residential use that will not involve the addition of any housing units that would increase the population. Therefore, there will be no impact on the demand for additional park facilities or services either directly, indirectly or cumulatively.				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14e. Response:</b> (Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)</p> <p>The nature of the proposed use will not produce any increased demand or impact the maintenance or usage of other public facilities, such as libraries and community centers. Therefore, there will be <b>no impact</b>.</p>				
<b>15. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15a. Response:</b> (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)</p> <p>As the project is non-residential in nature, the project will not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, there will be <b>no impact</b>.</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><b>15b. Response:</b> (Source:)</p> <p>The project will not include new recreational facilities or require the construction or expansion of recreational facilities; therefore, there will be <b>no impact</b> directly, indirectly or cumulatively.</p>				
<b>16. TRANSPORTATION/TRAFFIC.</b>				
Would the project result in:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16a. Response:</b> (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP)</p> <p>The site is located on the northeasterly corner of Indiana Avenue and Jane Street. Access to the site is provided through a single, two-way driveway along the Indiana Avenue frontage and one, two-way driveway along the Jane Street frontage. Indiana Avenue is identified as an 88-foot arterial and Jane Street as a 60-foot local street under the Circulation Element of</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>the General Plan. Both streets are fully improved with paving, curb, gutter, and sidewalk. No street improvements are required at this time. While the establishment of a new vehicle fueling station and convenience store with off-sale alcohol sales will result in additional vehicle trips, a previously demolished vehicle fueling station existed on the subject site for many years. As such, the minimal number of vehicle trips generated by the use comparable to the previously demolished fueling station and will be consistent with the General Plan. Further, sufficient access will be provided to the project site with the proposed improvements as described above as well as the improvements to SR-91 in this area, currently under construction. Finally, the proposed use is consistent in intensity with other commercial uses in the area and is not expected to significantly increase traffic beyond the capacity of the existing street system. Therefore, the project's individual or cumulative impact to traffic will be <b>less than significant</b>.</p>				
<p>b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16b. Response:</b> (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP).</p> <p>The project site does not include a state highway or principal arterial within Riverside County’s Congestion Management Program (CMP) and the project is consistent with the Transportation Demand Management/Air Quality components of the Program; therefore, there is <b>no impact</b> either directly, indirectly or cumulatively to the CMP.</p>				
<p>c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16c. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP, March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999) and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</p> <p>The proposed project is located in Zone E of RCALUCP for the Riverside Municipal Airport and has been designed to be consistent with this plan. The project will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. It is not located within an airport influence area. As such, this project will have <b>no impact</b> directly, indirectly or cumulatively on air traffic patterns.</p>				
<p>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>16d. Response:</b> (Source: Project Site Plans, Lane Striping and Signing Plans) Please refer to Response 16a.</p>				
<p>e. Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16e. Response:</b> (Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</p> <p>The project is consistent with the Riverside Municipal Code as it pertains to site planning and development standards to ensure adequate emergency access to new developments. The project has been reviewed by the Public Works and Fire Department to ensure property emergency access. As no off-site improvements are proposed, the project will not impact emergency access on Indiana Avenue or Jane Street. Therefore, no significant impact to emergency access is anticipated from the project as designed.</p>				
<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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><b>16f. Response:</b> (Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)</p> <p>The project, as designed, does not create conflicts with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks) As such, the project will have <b>no impact</b> directly, indirectly or cumulatively on adopted policies, plans, or programs supporting alternative transportation.</p>				
<p><b>17. UTILITIES AND SYSTEM SERVICES.</b></p>				
<p>Would the project:</p>				
<p>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17a. Response:</b> (Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD , Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR)</p> <p>All new development is required to comply with all provisions of the NPDES program and the City’s Municipal Separate Sewer Permit (MS4), as enforced by the Regional Water Quality Control Board (RWQCB). Therefore, the proposed project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system within the City. Because the proposed project is required to adhere to the above regulations related to wastewater treatment the project will have a <b>less than significant impact</b>.</p>				
<p>b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17b. Response:</b> (Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-I - Current and Projected Water Use WMWD, Table 5.16-J - General Plan Projected Water Demand for WMWD Including Water Reliability 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area &amp; Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.)</p> <p>The project will not result in the construction of new or expanded water or wastewater treatment facilities. The project is consistent with the Typical Growth Scenario of the General Plan 2025 where future water and wastewater generation was determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I, 5.16-J and 5.16-K of the General Plan 2025 Final PEIR). Therefore, the project will have <b>no impact</b> resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
<p>c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17c. Response:</b> (Source: FPEIR Figure 5.16-2 - Drainage Facilities) Please refer to Response 17b. above.</p>				
<p>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>17d. Response:</b> (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, Table 5.16-H – Current and Projected Domestic Water Supply (acre-ft/year) WMWD Table 5.16-I Current and Projected Water Use WMWD, Table 5.16-J – General Plan Projected Water Demand for WMWD Including Water Reliability 2025,</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p align="center"><i>RPU Master Plan, EMWD Master Plan, WMWD Master Plan, and Highgrove Water District Master Plan)</i></p> <p>Please refer to Response 17b. above.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17e. Response:</b> (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD , and Wastewater Integrated Master Plan and Certified EIR)</p>				
<p>The project will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). The project is consistent with the General Plan 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the General Plan 2025 Final PEIR). Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. Therefore, <b>no impact</b> to wastewater treatment directly, indirectly or cumulatively will occur.</p>				
<p>f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17f. Response:</b> (Source: FPEIR Table 5.16-A - Existing Landfills and Table 5.16-M - Estimated Future Solid Waste Generation from the Planning Area)</p>				
<p>The project is consistent with the General Plan 2025 Typical Build-out Project level where future landfill capacity was determined to be adequate (see Tables 5.16-A and 5.16-M of the General Plan 2025 Final PEIR). Therefore, <b>no impact</b> to landfill capacity will occur directly, indirectly or cumulatively.</p>				
<p>g. Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17g. Response:</b> (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p> <p>The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed project must comply with the City's waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, <b>no impacts</b> related to solid waste statutes will occur directly, indirectly or cumulatively.</p>				
<p><b>18. MANDATORY FINDINGS OF SIGNIFICANCE.</b></p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18a. Response:</b> (Source: General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 -</p>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p align="center"><i>Prehistoric Cultural Resources Sensitivity, Appendix D, Title 20 of the Riverside Municipal Code)</i></p> <p>Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study, and were all found to be <b>less than significant</b>. Additionally, potential impacts to cultural, archaeological and paleontological resources related to major periods of California and the City of Riverside’s history or prehistory were discussed in the Cultural Resources Section of this Initial Study, and were found to <b>be less than significant</b>.</p>				
<p>b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18b. Response:</b> (Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</p> <p>Because the project is consistent with the General Plan 2025, no new cumulative impacts are anticipated and therefore cumulative impacts of the proposed project beyond those previously considered in the GP 2025 FPEIR are <b>less than significant</b>.</p>				
<p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>18c. Response:</b> (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</p> <p>Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology &amp; water quality, noise, population and housing, hazards and hazardous materials, and traffic sections of this initial study and found to be less than significant for each of the above sections. Based on the analysis and conclusions in this initial study, the project will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are <b>less than significant</b>.</p>				

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