



# CITY OF RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

## DRAFT INITIAL STUDY

WARD: 6

1. **Case Number:** PR-2021-001046 (DR, VR, VR, VR)
2. **Project Title:** Rohr, Inc. A Part of Collins Aerospace – Riverside Facility
3. **Hearing Date:** June 15, 2022
4. **Lead Agency:** City of Riverside  
Community & Economic Development Department  
Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522
5. **Contact Person:** Judy Egüez, Associate Planner  
**Phone Number:** (951) 826-3969
6. **Project Location:** **8200 Arlington Avenue.** The property is bordered by Arlington Avenue to the north, Harold Avenue to the east, Cypress Avenue to the south, and Rutland Avenue to the west. Currently the property is surrounded by industrial, commercial, retail, and residential development.  
  
The Project site is approximately 7 acres of heavily used unpaved and partially paved land within the western and southwestern portions of the Applicant’s property (Project site). The Project site encompasses the western side of Assessor’s Parcel Numbers (APNs) 151-070-007 and all of parcels 151-080-002, 151-080-021, and a portion of 151-070-006 to install a stormwater line.
7. **Project Applicant/Project Sponsor’s Name and Address:**  
Ron Thompson  
Rohr Inc, a Part of Collins Aerospace  
8200 Arlington Avenue, Riverside, CA 92503
8. **General Plan Designation:** B/OP – Business/Office Park
9. **Zoning:** I – General Industrial Zone and CR - Commercial Retail Zone
10. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The Rohr Riverside Facility (property) is approximately 75 acres located at 8200 Arlington Avenue in the City of Riverside (City). The property is currently used for aerospace manufacturing and is expected to maintain this use into the foreseeable future. More than 85 percent of the property is developed, including approximately 32 existing buildings with various manufacturing, storage, research, design, and office functions.

Rohr, Inc. (Applicant) is proposing to make alterations to a 7-acre portion of the western area of the property (Project). The Project is being implemented per the United States Environmental Protection Agency (EPA) to meet the requirements outlined in the Risk Based Disposal Approval Application (RBDAA) which includes paving existing unpaved portions of the property to manage polychlorinated biphenyls (PCBs) in site soil.

The Project will involve the following activities:

- Removing existing perimeter fencing;
- Removing an existing concrete slab;
- Site grading of approximately 9,100 cubic yards (CY) of soil of which 3,437 CY will be disposed, 883 CY will be imported, and 5,127 CY will be reused onsite. Approximately 2,700 CY of soil will be excavated for the bioretention trenches;
- Repaving the existing parking lot and paving previously unpaved portions of the western area of the property to increase employee parking;
- Constructing perimeter walls with entrance gates;
- Installation of bioretention trenches for stormwater management;
- The southern CR-zoned parcels will be paved and left vacant
- Improvements to the stormwater system on Phillip Avenue to direct flow through a gravity pipeline to a catch basin on Arlington Avenue; and
- Repaving a portion of Phillip Avenue in front of the Project site entrance.

#### Fencing Removal and Wall Construction

The Project proposes to remove the existing chain link fence bordering the Project site and replace it with an 8-foot-high masonry wall. Motor-operated security gates will be installed to prevent public access to the property along Phillip and Rutland Avenues. Portions of the wall along Rutland, Phillip, and Cypress Avenues will be landscaped with drought tolerant plants suitable for the local climatic, geologic, and topographical conditions of the Project site.

#### Paving and Parking Lot Repaving

The Project will create an approximately 5 acre-parking lot. The Project proposes to pave approximately 200,000 square feet of previously unpaved areas of the Project site and repave approximately 96,000 square feet of the existing parking lot. The newly paved area will consist of a new asphalt parking lot with approximately 596 parking spaces including Americans with Disabilities Act (ADA) compliant spaces, motorcycle spaces, and electric vehicle capable spaces. .

#### Bioretention Trenches

The bioretention trenches were designed and developed according to the Water Quality Management Plan. The bioretention trenches will be concrete lined and will convey water offsite after treatment. The bioretention trenches will contain a layer of engineered soil media with a vegetated cover, and a gravel layer with conveyance piping. Approximately 2,700 CY of soil will be excavated and will be replaced with the bioretention trenches. The bioretention trenches will be located south of the parking lot and concrete storage area on the I-zoned parcels and north of the paved vacant area on the CR-zoned parcels.

The following entitlements are required by the City to facilitate this Project:

- City of Riverside Planning
  - Design Review approval
  - Three variances:
    - To deviate from RMC Section 19.580.090.A. requiring trees to be planted and maintained in all parking lots.
    - To increase the perimeter wall height to 8-feet
    - To reduce the landscape setback requirement along Rutland Avenue and Phillips Avenue

**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>	Rohr, Inc.	B/OP – Business/Office Park	I – General Industrial Zone and CR - Commercial Retail Zone
<b>North</b>	Auto related uses and offices	B/OP – Business/Office Park	BMP - Business and Manufacturing Park Zone and I – General Industrial Zone
<b>East</b>	Rohr, Inc. a part of Collins Aerospace	B/OP – Business/Office Park	I - General Industrial Zone
<b>South</b>	Residential uses, a church and Commercial uses	B/OP – Business/Office Park	CR - Commercial Retail Zone
<b>West</b>	Industrial uses	B/OP – Business/Office Park	BMP - Business and Manufacturing Park Zone

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

- a. United States Environmental Protection Agency Risk-Based Disposal Approval
- b. National Pollutant Discharge Elimination System (NPDES) Permit
- c. South Coast Air Quality Management District (SCAQMD) Grading permit
- d. SCAQMD Rule 1466 notification and Dust Control Plan approval

**13. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significant impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Notification letters were sent to 9 tribes on September 17, 2021 in accordance with Assembly Bill 52 (AB 52). Responses were received from the Gabrieleno Band of Mission Indians, Rincon Band of Luiseno Indians, San Manuel Band of Mission Indians, and Agua Caliente Band of Cahuilla Indians; none of which requested consultation.

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

- a. Air Quality and Greenhouse Gases Emissions Analysis – Vista Environmental - 2021
- b. General Plan 2025
- c. GP 2025 FPEIR
- d. Geotechnical Design Review and Recommendations Report - Aragon Geotechnical, Inc. – 2020

**15. Acronyms**

ADA                      Americans with Disabilities Act

ALUC	Airport Land Use Commission
APN	Assessor's Parcel Numbers
AQMP	Air Quality Management Plan
BMP	best management practice
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CMP	Congestion Management Plan
CO	Carbon dioxide
EV	Electric Vehicle
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
FPEIR	GP 2025 Final Programmatic Environmental Impact Report
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GP 2025	General Plan 2025
LHMP	Local Hazard Mitigation Plan
MLD	Most Likely Descendant
MSHCP	Multiple-Species Habitat Conservation Plan
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
NOX	Nitrogen Oxide
PEIR	Program Environmental Impact Report
PRC	Public Resource Code
PM	Particulate Matter
RBDAA	Risk-Based Disposal Approval Application
RCA	Regional Conservation Authority
RCP	Regional Comprehensive Plan
RCTC	Riverside County Transportation Commission
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
SCS	Sustainable Communities Strategy
SWPPP	Storm Water Pollution Prevention Plan
VHFSZ	Very High Fire Severity Zone
VOC	Volatile Organic Compounds
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"/> Energy                             |
| <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 Services                    |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation                 | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                       | <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 Judy Egüez, Associate Planner

For City of Riverside



*ENVIRONMENTAL INITIAL STUDY*

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

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

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, 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> <i>(Source: General Plan 2025 Final Program Environmental Impact Report (FPEIR) Section 5.1 Aesthetics; Figure 5.1-1 Scenic and Special Boulevards and Parkways)</i></p> <p><b>Less Than Significant Impact.</b> According to the City’s General Plan FPEIR, while the majority of the City is urbanized, there are hills and ridgelines that surround the City that provide scenic views to its visitors and residents. There are various scenic vista points that visitors and residents can access to view the City’s hills and ridgelines. In addition, other prominent scenic resources in the City include the Riverside greenbelt area of the Arlington Heights Neighborhood (4 miles south), Santa Ana River Water Course (1.3 miles north), and designated scenic and special boulevards that meet local criteria for designation as scenic routes. These routes include Arlington Avenue (500 feet north) and Van Buren Boulevard (4,000 feet east).</p> <p>The Project consists of parking lot paving/repaving, fencing removal, and wall construction within the 7-acre project site within an urbanized area of the City. The Project is surrounded by a mixture of industrial, commercial, and residential development along the northeast corner of Cypress Avenue and Rutland Avenue. The Project will not include construction of any structures that would affect the scenic viewpoints of the hills and ridgelines. Furthermore, the Project is not located within any of the scenic resource areas. While Arlington Avenue and Van Buren Boulevard are located approximately 500 feet north and 4,000 feet east, respectively, to the furthest boundary of the Project, the construction will not involve any modifications to these scenic routes. Because the Project is not located within the designated scenic resources of the City and will not introduce structures that will obstruct the views of the hillsides and ridgelines, impacts are <b>less than significant</b>. No mitigation is required.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>1b. Response:</b> <i>(Source: General Plan 2025 Final Program Environmental Impact Report; Section 5.1 Aesthetics)</i></p> <p><b>No Impact.</b> The City does not have any officially designated state scenic highways or any eligible state scenic highways within the City or Sphere of Influence. Interstate 15 (I-15) is an eligible scenic highway that is approximately 5 miles west from the Project.</p> <p>The Project is not located within the immediate vicinity of a state scenic highway; and, therefore, no impacts will occur to trees, rock outcroppings, or historic buildings within a state scenic highway. No buildings are on the Project that could be considered historic, as it is currently operating as a parking lot and storage yard. The Project site also does not contain trees, rock outcroppings, or other natural features which could be considered scenic resources. While Arlington Boulevard and Van Buren Boulevard are designated as scenic and special boulevards under the General Plan, the Project will not involve any construction work on or adjacent to these roadways. Because the Project is not located within a state scenic highway and does not contain scenic resources such as trees, rock outcroppings, or historic buildings, <b>no impact</b> will occur. No mitigation is required.</p>				
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>1c. Response: (Source: General Plan 2025 Final Program Environmental Impact Report; Section 5.1 Aesthetics; General Plan 2025 Zoning Map of the City of Riverside)</b></p> <p><b>Less than Significant Impact.</b> As previously discussed in 1a, while the majority of the City, including the Project Site is urbanized, hills and ridgelines and scenic vistas surround the City allowing residents and visitors viewpoints of the scenic areas. Other scenic resources are within the City such as Arlington Heights and various scenic routes.</p> <p>According to the City’s Zoning Map, the Project is zoned I – General Industrial and CR – Commercial Retail. The Project has been designed to be consistent with the applicable zoning and regulations regarding scenic quality. The Project will not degrade the existing visual character of the area. Instead, as discussed above, the Project will actually improve the aesthetics of the Project site.</p> <p>Therefore, the Project will have <b>less than significant impact</b>. No mitigation is required.</p>				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>1d. Response: (Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area; Title 19 Riverside Municipal Code)</b></p> <p><b>Less than Significant Impact.</b> The Project will include temporary construction lighting and new parking lot lighting. Glare from construction equipment may occur during daytime construction of the Project, however, construction will be temporary in nature lasting approximately 6-8 months. In compliance with the City’s Municipal Code, construction of the Project will be done outside the hours of 7:00 p.m. and 7:00 a.m. on weekdays and the hours of 5:00 p.m. and 8:00 a.m. on Saturdays. No construction will occur at any time on Sunday or a federal holiday.</p> <p>Operation of the Project will require replacement and new parking lot lighting. These lights will be consistent with the City’s Municipal Code and will adhere to the light and glare requirements under Chapter 19.590.070 of the Municipal Code. Additionally, the Project site is not within the Mount Palomar Lighting Area and will therefore not conflict with Ordinance No. 655. Based on these regulated elements of project design, the project will have a <b>less than significant impact</b> on day or nighttime views of the area, and no substantial light or glare will be generated as a result of the project. No mitigation is required.</p>				
<p><b>2. AGRICULTURE AND FOREST RESOURCES:</b></p>				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and 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>				
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	<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>
Program of the California Resources Agency, to non-agricultural use?				
<p><b>2a. Response:</b> (Source: <i>General Plan 2025 Zoning Map of The City of Riverside; Land Use Policy Map; Department of Conservation 2016 State of California Williamson Act Contract Land; Department of Conservation 2021 California Important Farmland Finder</i>).</p> <p><b>No Impact.</b> According to the California Department of Conservation’s Important Farmland Finder, the Project site does not encompass Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; the Project site is designated as Urban/Built Up Land. Thus, the Project will not convert farmland to non-agricultural use, and <b>no impacts</b> will occur. No mitigation is required.</p>				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2b. Response:</b> (Source: <i>General Plan 2025 Zoning Map of The City of Riverside; Land Use Policy Map; Department of Conservation 2016 State of California Williamson Act Contract Land; Department of Conservation 2021 California Important Farmland Finder</i>).</p> <p><b>No Impact.</b> A review of Figure OS-3 – Williamson Act Preserves of the General Plan 2025 reveals that the project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. The project site is not zoned for agricultural use and is not next to land zoned for agricultural use; therefore, the Project will have <b>no impact</b> directly, indirectly, or cumulatively related to existing zoning for agricultural use, or to a Williamson Act contract. No mitigation is required.</p>				
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2c. Response:</b> (Source: <i>General Plan 2025 Zoning Map of The City of Riverside; Land Use Policy Map</i>)</p> <p><b>No Impact.</b> The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, the Project will not conflict with existing zoning for or cause rezoning of forest land or timberland, and <b>no impacts</b> will occur. No mitigation is required.</p>				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2d. Response:</b> (Source: <i>General Plan 2025 Zoning Map of The City of Riverside; Land Use Policy Map</i>)</p> <p><b>No Impact.</b> The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, the Project will not conflict with existing zoning for or cause rezoning of forest land or timberland, and <b>no impacts</b> will occur. No mitigation is required.</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>
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 2025 Zoning Map of The City of Riverside; Land Use Policy Map; Department of Conservation 2016 State of California Williamson Act Contract Land; Department of Conservation 2021 California Important Farmland Finder).</p> <p><b>No Impact.</b> The Project site and its vicinity does not encompass Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and does not contain land currently under a Williamson Act contract. Further, no designated forest land occurs within the Project site nor its vicinity. The Project will not result in conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use and there is no such farmland in the vicinity that will be impacted by the Project; thus, <b>no impacts</b> will occur. No mitigation is required.</p>				
<p><b>3. AIR QUALITY.</b></p>				
Where available, the significance criteria established by the applicable air quality management district 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); Air Quality and Greenhouse Gas Emissions Impact Analysis prepared by Vista Environmental dated June 29, 2021; Dust Control and Perimeter Monitoring Plan prepared by Haley &amp; Aldrich dated July 2021)</p> <p><b>Less than Significant Impact.</b> The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the Air Quality Management Plan (AQMP) and discuss whether the Project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.</p> <p>The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:</p> <ol style="list-style-type: none"> <li>1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.</li> <li>2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.</li> </ol> <p>Both of these criteria were evaluated in the Air Quality and Greenhouse Gas Emissions Impact Analysis (Air Quality Analysis).</p> <p><u>Criterion 1 - Increase in the Frequency or Severity of Violations?</u></p> <p>Based on the air quality modeling in the analysis, short-term regional construction air emissions will not result in significant impacts based on SCAQMD regional thresholds of significance discussed in the Air Quality and Greenhouse Gas Emissions</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Impact Analysis. The ongoing operation of the Project will generate air pollutant emissions that are inconsequential on a regional basis and will not result in significant impacts based on SCAQMD thresholds of significance (Table 1). The analysis for long-term local air quality impacts showed that local pollutant concentrations will not be projected to exceed the air quality standards. Additionally, Haley &amp; Aldrich, Inc. prepared a Dust Control and Perimeter Monitoring Plan (DCPMP) for the Project in July 2021. The DCPMP incorporates requirements of the following applicable regulations:</p> <ul style="list-style-type: none"> <li>• SCAQMD Rule 1466 – Control of Particulate Emissions from Soils with Toxic Contaminants;</li> <li>• SCAQMD Rule 402 – Public Nuisance;</li> <li>• SCAQMD Rule 403 – Fugitive Dust; and</li> <li>• EPA 40 Code of Federal Regulations (CFR) Part 761.</li> </ul> <p>The Applicant will comply with the requirements of the DCPMP, which includes notifying the SCAQMD at least 72 hours and no less than 30 days prior to any earth-moving work associated with the Project. Further, as required by SCAQMD Rule 1466, a Dust Control Supervisor would be designated for monitoring compliance with the requirements of the DCPMP. The Dust Control Supervisor would have completed and obtained a valid Certificate of Completion from the SCAQMD Fugitive Dust Control Class. The Dust Control Supervisor or designated representative will be at the Project site during potential fugitive dust-generating activities associated with the planned construction. Therefore, a less than significant long-term impact will occur, and no mitigation will be required. Therefore, based on the information provided above, the Project will be consistent with the first criterion.</p> <p><u>Criterion 2 - Exceed Assumptions in the AQMP?</u></p> <p>Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP). The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on the Southern California Association of Governments (SCAG) and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this Project, the City of Riverside General Plan’s Land Use Plan defines the assumptions that are represented in AQMP.</p> <p>The Project is currently designated as Business/Office Park (B/OP) in the General Plan and is zoned I and CR. The Project is consistent with the current land use designations and will not require a General Plan Amendment or zone change. As such, the Project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion. Therefore, the Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a <b>less than significant impact</b> will occur in relation to implementation of the AQMP. No mitigation is required.</p>				
<p>b. 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>3b. Response:</b> <i>(Source: Office of Environmental Health Hazard Assessment (OEHHA), Air Toxics Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments, February 2015; Air Quality and Greenhouse Gas Emissions Impact Analysis prepared by Vista Environmental dated June 29, 2021)</i></p> <p><b>Less than Significant Impact.</b></p> <p><u>Construction-Related Regional Impacts</u></p> <p>The construction activities for the Project are anticipated to include: 1) Demolition of the existing parking lot, 2) Grading, 3) Bioretention Trenches and Utilities, 4) Paving, and 5) Wall, Gate, and Parking Lot Lighting Construction and Landscaping. The CalEEMod model has been utilized to calculate the construction-related regional emissions from the Project and the input parameters utilized in this analysis have been detailed in Section 7.1 of the Air Quality Analysis. As seen in Table 1</p>				

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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below, the results shows that none of the analyzed criteria pollutants will exceed the regional emissions thresholds during any phase of construction activities. Therefore, a less than significant regional air quality impact will occur from construction of the Project.

**Table 1 – Construction-Related Regional Criteria Pollutant Emissions**

Construction Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
<b>Demolition<sup>1</sup></b>						
Onsite <sup>2</sup>	3.68	34.94	25.90	0.05	3.03	1.84
Offsite <sup>3</sup>	0.17	3.45	1.14	0.01	0.48	0.14
<b>Total</b>	<b>3.84</b>	<b>38.38</b>	<b>27.04</b>	<b>0.06</b>	<b>3.51</b>	<b>1.98</b>
<b>Grading<sup>1</sup></b>						
Onsite <sup>2</sup>	2.29	24.74	15.86	0.03	4.11	2.58
Offsite <sup>3</sup>	0.12	1.94	0.83	0.01	0.32	0.09
<b>Total</b>	<b>2.41</b>	<b>26.67</b>	<b>16.69</b>	<b>0.04</b>	<b>4.43</b>	<b>2.67</b>
<b>Bioretention Trenches and Utilities<sup>1</sup></b>						
Onsite	1.57	15.70	14.57	0.03	0.77	0.71
Offsite	0.07	0.56	0.54	<0.00	0.19	0.05
<b>Total</b>	<b>1.64</b>	<b>16.25</b>	<b>15.10</b>	<b>0.03</b>	<b>0.95</b>	<b>0.76</b>
<b>Paving</b>						
Onsite	1.71	11.12	14.58	0.02	0.57	0.52
Offsite	0.50	18.00	3.33	0.07	1.80	0.53
<b>Total</b>	<b>2.21</b>	<b>29.13</b>	<b>17.91</b>	<b>0.09</b>	<b>2.37</b>	<b>1.05</b>
<b>Wall, Gate &amp; Parking Lot Lighting Construction and Landscaping</b>						
Onsite	1.71	15.62	16.36	0.03	0.81	0.76
Offsite	0.68	4.68	5.13	0.03	1.77	0.47
<b>Total</b>	<b>2.38</b>	<b>20.29</b>	<b>21.50</b>	<b>0.05</b>	<b>2.58</b>	<b>1.25</b>
<b>Maximum Daily Construction Emissions</b>	<b>3.84</b>	<b>38.38</b>	<b>27.04</b>	<b>0.09</b>	<b>4.43</b>	<b>2.67</b>
<b>SCQAMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No

Notes:

<sup>1</sup> Demolition, Grading and Trenching based on adherence to fugitive dust suppression requirements from SCAQMD Rules 403 and 1466.

<sup>2</sup> Onsite emissions from equipment not operated on public roads.

<sup>3</sup> Offsite emissions from vehicles operating on public roads.

Source: CalEEMod Version 2016.3.2.

### Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The local air quality emissions from construction were analyzed through utilizing the methodology described in Localized Significance Threshold Methodology (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are nitrogen oxides (NOx), (carbon monoxide) CO, particulate matter (PM) PM10 and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the Project could result in a significant impact to the local air quality. The data provided in 2 below (Table J of the Air Quality Analysis) shows that none of the analyzed criteria pollutants will exceed the local emissions

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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thresholds during any phase of construction. Therefore, a less than significant local air quality impact will occur from construction of the Project.

**Table 2 – Construction Related Local Criteria Pollutant Emissions**

Construction Phase	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition <sup>1</sup>	34.94	25.90	3.03	1.84
Grading <sup>1</sup>	24.74	15.86	4.11	2.58
Bioretention Trenches and Utilities <sup>1</sup>	15.70	14.57	0.77	0.71
Paving	11.12	14.58	0.57	0.52
Wall, Gate & Parking Lot Lighting Construction and Landscaping	15.62	16.36	0.81	0.76
<b>Maximum Daily Construction Emissions</b>	<b>34.94</b>	<b>25.90</b>	<b>4.11</b>	<b>2.58</b>
<b>SCAQMD Local Construction Thresholds<sup>2</sup></b>	<b>270</b>	<b>1,577</b>	<b>13</b>	<b>8</b>
Exceeds Threshold?	No	No	No	No

Notes:

<sup>1</sup> Demolition, Grading and Trenching based on adherence to fugitive dust suppression requirements from SCAQMD Rules 403 and 1466.

<sup>2</sup> The nearest sensitive receptors to the project site are the residences in the mixed-use (commercial and residential) uses adjacent to the south side of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.

Source: Calculated from SCAQMD’s Mass Rate Look-up Tables for five acres in Air Monitoring Area 23, Metropolitan Riverside County.

Operational Emissions

Although the number of parking spaces will be expanded as part of the Project, no changes to the Rohr, Inc. business operations will occur as part of the Project and as such, operation of the Project is not anticipated to generate any additional vehicle trips. It should be noted that the paving of the entire Project site will likely reduce operational fugitive dust emissions that are now created from vehicles operating on the unpaved portions of the Project site.

In addition, all parking lot lighting will be required to meet the 2019 Title 24 Part 6 building standards that now require all outdoor lighting for non-residential projects to use high efficiency lighting (LED style lights) and the electrical vehicle (EV) capable parking spaces will provide a net reduction in criteria pollutant emissions through the promotion of the use of EV over gasoline powered vehicles. Therefore, operation of the Project will likely result in a slight decrease to criteria pollutant emissions and as such, no modeling has been provided in this analysis of operational emissions. Therefore, the Project will not result in a cumulatively considerable net increase of any criteria pollutant and impacts will be **less than significant**. No mitigation is required.

c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**3c. Response: (Source: Office of Environmental Health Hazard Assessment (OEHHA), Air Toxics Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments, February 2015; Air Quality and Greenhouse Gas Emissions Impact Analysis prepared by Vista Environmental, dated June 29, 2021)**

**Less than Significant Impact.** The nearest sensitive receptors are the residences in the mixed-use (commercial and residential) area adjacent to the south side of the Project site. For some projects, construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment. However, the local air quality impacts from construction of the Project have been analyzed in Section 9.3 of the Air Quality Analysis, which found that the construction of the Project will not exceed the SCAQMD’s local NOx, CO, PM10, and PM2.5 thresholds of significance. Refer to Table 1 and Table 2 shown in question 3b for the Project’s construction-related regional and local criteria pollutant emissions. A detailed description of air and criteria pollutants are discussed detail in Section 2.0 of the Air Quality Analysis.

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk.” “Individual Cancer Risk” is

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors.</p> <p>Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the Project will not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to the California Air Resources Board (CARB) of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. By January 2022, 50 percent or more of all contractors' equipment fleets must be Tier 2 or higher. Therefore, no significant short-term toxic air contaminant impacts will occur during construction of the Project. As such, construction of the Project will result in a <b>less than significant</b> exposure of sensitive receptors to substantial pollutant concentrations. No mitigation is required.</p>				
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>3d. Response:</b> (Source: <i>Air Quality and Greenhouse Gas Emissions Impact Analysis 2021 prepared by Vista Environmental</i>)</p> <p><b>Less than Significant Impact.</b> Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual’s or group’s perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.</p> <p>Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration.</p> <p><u>Construction-Related Odor Impacts</u></p> <p>Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits volatile organic compounds (VOC) content in asphalt and Rule 1113 that limits the VOC content in paints and solvents will minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process will be temporary and will not likely be noticeable for extended periods of time beyond the Project site’s boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a <b>less than significant</b> odor impact will occur, and no mitigation will be required.</p> <p><u>Operations-Related Odor Impacts</u></p> <p>The Project Operation of the Project will not introduce new uses or change the nature of existing uses; therefore, no new odors sources will occur at the project site. Therefore, a <b>less than significant impact</b> related to odors will occur during the on-going operations of the Project. No mitigation is required.</p>				
<p><b>4. BIOLOGICAL RESOURCES.</b> Would the project:</p>				
<p>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4a. Response:</b> (Source: <i>General Plan 2025 Open Space and Conservation Element – Figure OS-5: Habitat Areas and Vegetation Communities, Figure OS-8 – MSHCP Cell Areas; General Plan 2025 FPEIR Section 5.4 Biological Resources; Regional Conservation Authority (RCA) MSHCP Information Map; California Department of Fish and Wildlife California Natural Diversity Database</i>)</p>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Less Than Significant Impact.</b> The Project site is currently operating as an employee parking lot and outdoor storage of aircraft materials in an urbanized and built-up area, surrounded by residential, commercial, and industrial uses. The Project will expand the parking lot, and pave unpaved areas of the Project site. According to the Open Space and Conservation Element, the Project is located within the Residential/Urban/Exotic habitat area under Figure OS-5 Habitat Areas and Vegetation Communities Map. The Project is not located within a Multi-Species Habitat Conservation Plan (MSHCP) cores and linkages or an MSHCP criteria area. According to the Regional Conservation Authority (RCA) MSHCP Information Map, the Project site is not within an identified survey area. Based on the desktop results from the California Natural Diversity Database (CNDDDB), there is a potential occurrence of burrowing owls (animal species) and the San Diego ambrosia (plant species) to occur within a five-mile radius from the Project site. However, the occurrences of these species are not within the immediate vicinity of the Project site.</p> <p>Because the Project site is within an urban and built-up area, is surrounded by existing development and is not located within or near a special habitat or community, there is little chance that any federally listed endangered, threatened, or rare species or their habitats could persist in this area.</p> <p>Construction associated with the Project will occur over an approximately 6 to 8 month period. The applicant will be required to adhere to existing regulations and should Project activities occur within the nesting bird season, nesting bird surveys would be conducted by a qualified biologist 72 hours prior to activities occurring adjacent to the trees on the Project site. If nesting birds should be found during the survey, the qualified biologist would establish the appropriate buffer and no construction activities would be conducted within the buffer areas until the qualified biologist determines that the nest is no longer active. The preconstruction survey shall be implemented per the requirements under the federal Migratory Bird Treat (MBTA) and the California Department of Fish and Wildlife Code. The Project will not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species with compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); therefore impacts will be <b>less than significant</b>. No mitigation is required.</p>				
<p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4b. Response: (Source: General Plan 2025 Open Space and Conservation Element – Figure OS 8.1 Rivers, Creeks, and Streams.)</b></p>				
<p><b>No Impact.</b> The Project is located on a previously developed site within an urbanized area where no riparian habitat or other sensitive natural community exists. According to the Open Space and Conservation Element, a blue-line channel intersects the properties approximately 2,300 feet east of the Project site near Van Buren Boulevard between Arlington Avenue and Philbin Avenue. However, the Project’s construction and operation will not interfere or modify the channel. 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 Wildlife or U.S. Fish and Wildlife Service directly, indirectly, and cumulatively. No mitigation is required.</p>				
<p>c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4c. Response: (Source: General Plan 2025 Open Space and Conservation Element – Figure OS 8.1 Rivers, Creeks, and Streams; U.S. Fish and Wildlife National Wetlands Inventory Mapper)</b></p>				
<p><b>No Impact.</b> The Project site is located within an urban, built-up area and contains disturbed ground and existing development. The Project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Therefore, the Project will have <b>no impact</b> on federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly, and cumulatively. No mitigation is required.				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4d. Response: (General Plan 2025 Open Space and Conservation Element).</b></p> <p><b>No Impact.</b> The Project is within an urbanized area with the Project site being actively used as an employee parking lot and storage for aircraft materials. Because the Project site is currently fenced, the Project will not create a barrier to the movement of any native resident or migratory fish or wildlife species or to 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. No mitigation is required.</p>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4e. Response: (Source: General Plan 2025 Open Space and Conservation Element)</b></p> <p><b>Less than Significant Impact.</b> The Project includes new landscaping such as trees and drought-tolerant plants suitable to the local climatic, geologic, and topographical conditions of the Project site. Six trees will be removed during construction. They will be replaced with an additional 18 trees on site. While there are trees proposed for removal, the Project site does not contain any native or protected trees. As noted in 4a, the Project site is not within the MSHCP linkages or criteria area and does not contain a sensitive habitat. These trees may provide habitat for nesting birds that are protected under the federal MBTA and California Department of Fish and Wildlife Code. The applicant will be required to adhere to existing regulations and should Project activities occur within the nesting bird season, nesting bird surveys would be conducted by a qualified biologist 72 hours prior to activities occurring adjacent to the trees on the Project site. If nesting birds should be found during the survey, the qualified biologist would establish the appropriate buffer and no construction activities would be conducted within the buffer areas until the qualified biologist determines that the nest is no longer active. For these reasons, the Project will have a <b>less than significant impact</b> and will not conflict with any local policies or ordinances protecting biological resources. No mitigation is required.</p>				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>4f. Response: (Source: General Plan 2025 FPEIR – Figure 5.4-3 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP)); General Plan 2025 Open Space and Conservation Element)</b></p> <p><b>No Impact.</b> The Project site is a developed/disturbed property within an urbanized area of the City. According to the Open Space and Conservation Element, no MSHCP cells, core reserves, or other habitat conservation plan areas are within the Project site. Based on the conditions of the Project site, the Project 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. No mitigation is required.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5. CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5a. Response: (Source: General Plan 2025 Historic Preservation Element)</b>  <b>No Impact.</b> No structures that have a historic significance are on the Project site, and no demolition of any buildings is proposed. The Project site is not located within any of the historic districts outlined in the General Plan. Therefore, <b>no impacts</b> directly, indirectly, and cumulatively to historical resources are expected. No mitigation is required.				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>5b. Response: (Source: General Plan 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity)</b>  <b>Less than Significant Impact.</b> The Project is located on previously developed and disturbed land within an urbanized area. According to the Cultural and Paleontological Resources section of the General Plan, the Project site is located within an area of low archaeological sensitivity. In addition, ground-disturbing activities such as grading for the bioretention trenches will not reach beyond 5 feet in depth. Therefore, impacts to archaeological resources directly, indirectly, and cumulatively as a result of the Project are <b>less than significant</b> . No mitigation is required.				
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>5c. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)</b>  <b>Less than Significant Impact</b> See response to 5b. The Project is located on a previously developed and disturbed site in an urbanized area. While the prehistoric cultural resource severity of the Project site is unknown as identified in the General Plan, the Project does not propose structures that will be built on site or ground-disturbing activities that will reach beyond 5 feet in depth. Therefore, the likelihood of human remains being uncovered is unlikely. Nonetheless, if human remains are encountered, the Project would be required to adhere to the existing State Health and Safety Code and Public Resources Code. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Impacts will be less than significant with adherence to existing regulations. Therefore, the Project will have a <b>less than significant impact</b> directly, indirectly, or cumulatively to disturb any human remains, including those interred outside formal cemeteries.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>6. ENERGY</b> Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6a. Response: (Source: Project Site Plans; General Plan 2025)</b></p> <p><b>Less Than Significant Impact.</b> The Project includes removing asphalt and grading of an existing parking lot, installing bioretention trenches, repaving of a larger area, and constructing perimeter walls. Existing gas, water, sewer, electrical, and telecommunications infrastructure will remain as-is with Project implementation. Project construction activities will require energy resources, primarily in the form of fuel consumption, to operate heavy equipment, light-duty vehicles, machinery, and generators. Power may also be required for electric construction equipment. However, construction is anticipated to be temporary, lasting only approximately 6 to 8 months. Additionally, Project construction will comply with all applicable State and local regulations related to renewable energy and energy efficiency, including the 2019 California Building Energy Efficiency Standards and the 2019 California Green Building Standards Code.</p> <p>Although land use at the Project site will remain the same as previous operational uses (i.e., staff parking and material laydown), the size and capacity of the parking lot will increase to 5-acres with approximately 596 parking spaces. Nonetheless, the Project will provide parking for existing employees at the Rohr Riverside Facility who currently commute to the site and park in the vicinity. No modifications to the existing buildings on the property are proposed. The Project will not increase employee vehicle trips to the facility. Thus, energy demand from Project site operations will be substantially similar to previous energy use on site. The only energy requirement will be lighting installed in the new parking lot for safety and security purposes. Therefore, the overall energy usage during construction and operation of the Project will not be wasteful, inefficient, or unnecessary; and <b>impacts will be less than significant</b>. No mitigation is required.</p>				
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>6b. Response: (Source: Project Site Plans; General Plan 2025)</b></p> <p><b>Less Than Significant Impact.</b> The Project does not include large scale development that could result in conflicts with local renewable energy and efficiency plans. As mentioned, the Project's energy use during construction will be temporary, lasting 6 to 8 months, and operational energy demand will be substantially similar to current levels. Further, the Project will align with any applicable energy efficiency requirements detailed in the City's General Plan and Energy Code, such as providing electric vehicle spaces. The Project also will not obstruct future state or local plans for renewable energy from being written or executed. Therefore, the Project will have a <b>less than significant impact</b> on the State or local plan for renewable energy or energy efficiency. No mitigation is required.</p>				
<b>7. GEOLOGY AND SOILS.</b> Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7i. Response: (Source: General Plan 2025 FPEIR Figure 5.6-2 Faults and Fault Zones)</b>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>No Impact.</b> Primary seismic hazards associated with fault lines include ground shaking and the potential for ground rupture along the surface trace of the fault. Secondary seismic hazards resulting from the interaction of ground shaking with existing soil and bedrock conditions include liquefaction, settlement, and landslides.</p> <p>According to the General Plan, the San Jacinto and County fault line are approximately 10 miles east of the Project site. No other faults are located in the Project site. No Alquist-Priolo zones are located in the City of Riverside. According to the General Plan FPEIR, no fault lines or fault zones are located within the immediate vicinity of the Project site. Furthermore, the Project will not include construction of any buildings that will require design and compliance with building code regulations to minimize risks involving ground shaking activities. As such, the Project will result in <b>no impacts</b> related to rupture of a known earthquake fault directly, indirectly, and cumulatively. No mitigation is required.</p>				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7ii. Response: (Source: General Plan 2025 FPEIR Figure 5.6-2 Faults and Fault Zones)</b></p> <p><b>No Impact.</b> The San Jacinto Fault Zone located approximately 10 miles east of the Project site, in the northeastern portion of the City, or the Elsinore Fault Zone located approximately 7.5 miles southwest, 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. No fault zones or fault lines are within the immediate vicinity of the Project site. The Project will not include construction of any buildings that may create a substantial adverse effect to life and property in the event of strong seismic ground shaking. As such, <b>no impacts</b> related to strong seismic ground shaking occurring directly, indirectly, and cumulatively. No mitigation is required.</p>				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones)</b></p> <p><b>Less than Significant Impact.</b> Liquefaction occurs when ground shaking causes water-saturated soil to become fluid and lose strength. This type of hazard is significant along watercourses, including areas in proximity to the Santa Ana River. Liquefaction causes significant damage and problems with bridges, buildings, buried pipes, and underground storage tanks. The Project site is located in an area with high potential for liquefaction, as depicted in the General Plan 2025 Liquefaction Zones Map – Figure PS-2. However, the Project will not be introducing new buildings, bridges, or structures, including underground storage tanks, that could be ruptured or damaged during ground-shaking activities. Furthermore, the Project involves the replacement of the existing fences, installation of bioretention trenches, and parking lot repaving. Operations of the Project will remain consistent with no new uses or construction of facilities that will exacerbate the existing soil conditions. As such, the Project will result in <b>less than significant impacts</b> related to liquefaction. No mitigation is required.</p>				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope)</b></p> <p><b>No Impact.</b> While the Project site is identified to be located in an area prone to landslides, per Figure 5.6-1 of the General Plan 2025 FPEIR, the Project site and its surroundings have generally flat topography with slopes in the 0- to 10-percent range. Therefore, <b>no impact</b> related to landslides directly, indirectly, and cumulatively will occur. No mitigation is required.</p>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Title 18 – Subdivision Code, Title 17 – Grading Code)</b></p> <p><b>Less Than Significant Impact.</b> According to the General Plan FPEIR, erosivity levels (which is the likelihood for soils to erode) within the Project site have a light to moderate erosivity potential. Erosion and loss of topsoil could occur as a result</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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. Project construction will involve ground-disturbing activities (grading and trenching) no more than 5 feet in depth for the parking lot paving and installation of bioretention trenches. The ground-disturbing activities could result in soil erosion during construction.</p> <p>Therefore, the Project shall implement best management practices (BMPs) as outlined in the SWPPP to manage soil erosion. BMPs include but are not limited to water applications, soil binders, erosion coverings or blankets, and sandbags. The Project must also comply with the 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. The Project will include the preparation of a Water Quality Management Plan (WQMP) to minimize effects from erosion and ensure consistency with NPDES requirements. The Project will implement the design and construction recommendations provided in the Geotechnical Design Review and Recommendations report prepared for the Project. Compliance with State and federal requirements, City’s Grading and Subdivision Codes as well as with Titles 18 and 17 will ensure that soil erosion or loss of topsoil will be a <b>less than significant impact</b> directly, indirectly, and cumulatively. No mitigation is required.</p>				
<p>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7c. 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; Geotechnical Design Review and Recommendations 2020 – Aragon Geotechnical, Inc.)</b></p>				
<p><b>Less Than Significant Impact.</b> The Project is not located on a geologic unit or soil that is unstable, or that will become unstable as a result of the Project, and there is thus no reasonable probability that the Project could potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. While the Project site’s liquefaction potential is high, the Project site is not in proximity to any nearby waterbodies, and no construction of any buildings that could exacerbate existing soil conditions is proposed.</p>				
<p>Subsidence is the sinking or caving of an area of land. Subsidence can be caused by soil movement, water erosion, landslides, mining, vegetation by soil shrinkage, and mining. Subsidence could result in collapse of the soil. The Project will implement BMPs as outlined in the SWPPP to minimize soil erosion. In addition, the Project will implement the design and construction recommendations provided in the Geotechnical Design Review and Recommendations report prepared for the Project.</p>				
<p>The Project does not include any development of structures that could cause the soil to become unstable. Due to the Project site’s location, and with implementation of the construction and design recommendations, BMPs and the City’s Grading and Subdivision Codes, the Project will have a <b>less than significant impact</b> directly, indirectly, and cumulatively to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. No mitigation is required.</p>				
<p>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7d. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils; and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code; Geotechnical Design Review and Recommendations 2020 – Aragon Geotechnical, Inc.)</b></p>				
<p><b>Less Than Significant Impact.</b> The Project will occur on a previously developed site, that has both paved and unpaved areas. According to the General Plan, while the general area contains soil with high shrink and swell potential, the Project site consists of buchenau (moderate erosivity and moderate or slow permeability) and porterville (slight erosivity and slow</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>permeability) soils thereby resulting that the Project site is not located in highly expansive soils. Additionally, the Project does not involve the construction of new structures such that expansive soil will pose risk to life or property. The Project will pave a currently unpaved parking lot associated with employee parking and repave areas that are currently paved. As such, the Project will have <b>less than significant impact</b> resulting in substantial risks to life or property due to expansive soils either directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7e. Response: (Source: General Plan 2025 FPEIR)</b></p> <p><b>No Impact.</b> The City of Riverside is served by developed sewer infrastructure and new projects within the service area do not require the use of septic tanks. Additionally, the Project does not include development of any structures that will require connection to a waste water system or sewer infrastructure. The Project will have <b>no impact</b>. No mitigation is required.</p>				
<p>f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7f. Response: (Source: General Plan 2025 FPEIR)</b></p> <p><b>No Impact.</b> According to the General Plan, most historic inland fossil sites were previously discovered in the downtown Riverside area (approximately 10 miles east from the Project site). Other sites include the south-trenching bend in the Santa Ana River. The south of Mockingbird Canyon Reservoir (4 miles south) is the only other portion of the City's planning area that has paleontological importance. Therefore, the Project will have <b>no impact</b> directly or indirectly on a unique paleontological resource or site or unique geologic feature.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact																																																	
<b>8. 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"/>																																																	
<b>8a. Response: (Source: Air Quality and Greenhouse Gas Emissions Impact Analysis prepared by Vista Environmental dated June 29, 2021)</b>																																																					
<b>Less than Significant Impact.</b> The Project will not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment and will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions.																																																					
Although the number of parking spaces will be expanded as part of the Project, no changes to the Rohr, Inc. business operations will occur as part of the Project and as such, operation of the Project is not anticipated to generate any additional vehicle trips. The Project’s construction related GHG emissions have been calculated with the CalEEMod model. A summary of the results is shown below in Table 3 and the CalEEMod model run printouts in the Air Quality Analysis.																																																					
<b>Table 3 – Construction Related Greenhouse Gas Emissions</b>																																																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left;">Construction Phase</th> <th colspan="4" style="text-align: center;">Greenhouse Gas Emissions (Metric Tons)</th> </tr> <tr> <th style="text-align: center;">CO<sub>2</sub></th> <th style="text-align: center;">CH<sub>4</sub></th> <th style="text-align: center;">N<sub>2</sub>O</th> <th style="text-align: center;">CO<sub>2</sub>e</th> </tr> </thead> <tbody> <tr> <td>Demolition</td> <td style="text-align: center;">52.42</td> <td style="text-align: center;">0.01</td> <td style="text-align: center;">&lt;0.00</td> <td style="text-align: center;">52.69</td> </tr> <tr> <td>Grading</td> <td style="text-align: center;">116.40</td> <td style="text-align: center;">0.03</td> <td style="text-align: center;">&lt;0.00</td> <td style="text-align: center;">117.18</td> </tr> <tr> <td>Bioretention Trenches and Utilities</td> <td style="text-align: center;">24.60</td> <td style="text-align: center;">0.01</td> <td style="text-align: center;">&lt;0.00</td> <td style="text-align: center;">24.79</td> </tr> <tr> <td>Paving</td> <td style="text-align: center;">128.07</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">&lt;0.00</td> <td style="text-align: center;">128.46</td> </tr> <tr> <td>Wall, Gate &amp; Parking Lot Lighting Construction and Landscaping</td> <td style="text-align: center;">57.78</td> <td style="text-align: center;">0.01</td> <td style="text-align: center;">&lt;0.00</td> <td style="text-align: center;">57.99</td> </tr> <tr> <td><b>Total Construction Emissions</b></td> <td style="text-align: center;"><b>379.29</b></td> <td style="text-align: center;"><b>0.07</b></td> <td style="text-align: center;"><b>&lt;0.00</b></td> <td style="text-align: center;"><b>381.10</b></td> </tr> <tr> <td><b>Amortized Total Construction Emissions (30 years)<sup>1</sup></b></td> <td style="text-align: center;"><b>12.64</b></td> <td style="text-align: center;"><b>&lt;0.00</b></td> <td style="text-align: center;"><b>&lt;0.00</b></td> <td style="text-align: center;"><b>12.70</b></td> </tr> <tr> <td><b>SCAQMD Draft Threshold of Significance</b></td> <td colspan="3"></td> <td style="text-align: center;"><b>3,000</b></td> </tr> </tbody> </table>					Construction Phase	Greenhouse Gas Emissions (Metric Tons)				CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e	Demolition	52.42	0.01	<0.00	52.69	Grading	116.40	0.03	<0.00	117.18	Bioretention Trenches and Utilities	24.60	0.01	<0.00	24.79	Paving	128.07	0.02	<0.00	128.46	Wall, Gate & Parking Lot Lighting Construction and Landscaping	57.78	0.01	<0.00	57.99	<b>Total Construction Emissions</b>	<b>379.29</b>	<b>0.07</b>	<b>&lt;0.00</b>	<b>381.10</b>	<b>Amortized Total Construction Emissions (30 years)<sup>1</sup></b>	<b>12.64</b>	<b>&lt;0.00</b>	<b>&lt;0.00</b>	<b>12.70</b>	<b>SCAQMD Draft Threshold of Significance</b>				<b>3,000</b>
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Source: CalEEMod Version 2016.3.2.																																																					
The data provided in Table 3 above (Table K of the Air Quality Analysis) shows that construction of the Project will create a total of 381.10 metric tons of carbon dioxide equivalent (MTCO <sub>2</sub> e) or 12.7 MTCO <sub>2</sub> e per year, when amortized over a 30-year period. According to the SCAQMD draft threshold of significance detailed above, a cumulative global climate change impact would occur if the GHG emissions created from a Project would exceed 3,000 MTCO <sub>2</sub> e per year. Therefore, a less than significant generation of greenhouse gas emissions will occur from implementation of the Project. Impacts will be <b>less than significant</b> . No mitigation is required.																																																					
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																																																	



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**8b. Response: (Source: Riverside Restorative Growthprint Climate Action Plan 2014; Air Quality and Greenhouse Gas Emissions Impact Analysis 2021 prepared by Vista Environmental)**

**Less than Significant Impact.** The City of Riverside has adopted the Riverside Restorative Growthprint Climate Action Plan October 2014. The Climate Action Plan sets out actions to increase energy efficiency and reduce GHG emissions. It should be noted that the Project is requesting a variance from implementation of the zoning code provisions with regard to landscaping requirements for parking areas. The variance is requested due to the Project being implemented to meet the EPA requirements to install an “impermeable cap” over the Project site, which does not make the capped portion of the Project site conducive to landscaping. Nonetheless, landscaping is being installed in portions of the Project site that are not being capped. While 6 trees will be removed as part of the Project, 18 new trees will be added within the proposed landscaping, increasing the Project’s ability to serve to capture GHG emissions. A full list of GHG reduction measures and project consistency is listed in detail in Table L of the Air Quality Analysis. The Project is consistent with the applicable local measures provided in the Climate Action Plan. Therefore, the Project will comply with the Climate Action Plan reduction targets and will not conflict with the applicable plan for reducing GHG emissions. Impacts will be **less than significant**. No mitigation is required.

**9. HAZARDS & HAZARDOUS MATERIALS.**

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**9a. Response: (Source: California Health and Safety Code, Title 49 of the Code of Federal Regulations, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional Local Hazard Mitigation Plan; Risk Based Disposal Approval Application prepared by Haley & Aldrich dated February 2021)**

**Less than Significant Impact.** The operation of the Project will not introduce any routine transport, use, or disposal of hazardous materials. While construction of the Project will utilize potentially hazardous materials such as fuels, oils, and solvents for the use of the equipment, this use will be temporary in nature. Additionally, during construction, the Project proposes movement of some of the PCB-impacted soil onsite and offsite disposal of PCB remediation waste. Soil containing PCBs will be sampled for waste disposal profiling and transported to an approved off-site disposal facility in accordance with applicable regulations. Soil movement during construction will avoid combining soil with total PCB concentrations less than 50 mg/kg with other soil containing greater than or equal to 50 mg/kg total PCBs, thereby avoiding the generation of additional Toxic Substances Control Act (TSCA) waste. Doing so will minimize off-site disposal of PCB-impacted soil. Soil movement will be verified and documented during construction with surveying data. This, in conjunction with the Project’s SWPPP, Waste Management Plan, and Dust Control Plan will ensure that impacted soils onsite remain secured onsite or are disposed of appropriately.

All hazardous materials will be handled, transported, and disposed of according to EPA regulations, the California Health and Safety Code, Multi-Jurisdictional LHMP, and as directed by the Riverside Fire Department. Disposal of the impacted soil will be limited to approximately 210 truck trips and the haul route will avoid residential areas and schools within the vicinity of the Project site. As stated in the Risk Based Disposal Approval Application (RBDAA) prepared for the Project, offsite disposal of PCB remediation waste from the Project site will be handled in accordance with 40 CFR 761.61(c) and the Applicant’s discussions with EPA. These methods are as follows:

- Bulk and porous waste materials from construction, maintenance, cleaning, and repairs containing PCBs that require offsite disposal will be classified and handled as follows:
  - Bulk and porous wastes containing “as found” total PCB concentrations greater than or equal to 50 mg/kg will be managed and disposed of at a Resource Conservation and Recovery Act (RCRA) hazardous waste landfill (rather than a TSCA landfill); and
  - Bulk and porous wastes containing “as found” total PCB concentrations less than 50 mg/kg will be managed and disposed accordingly at RCRA Subtitle D landfill(s).

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>Non-porous, non-liquid wastes, and used personal protective equipment (if any) will be disposed offsite at permitted, licensed, or registered non-municipal, non-hazardous waste facilities consistent with 40 CFR 761.61(a)(5)(v)(A)(2).</li> <li>PCB-containing liquid waste will be characterized for off-site disposal in general accordance with 40 CFR 761.61(a)(5)(iv)(B), as follows: <ul style="list-style-type: none"> <li>Liquid wastes containing total PCB concentrations less than 50 milligrams per liter (mg/L) shall be disposed at non-hazardous waste at facilities permitted to accept such waste. Liquid waste containing total PCB concentrations greater than or equal to 50 mg/L and less than 500 mg/L shall be managed and disposed of at a chemical waste landfill permitted to accept such waste.</li> <li>PCB waste storage containers will be properly labeled according to the waste classification and transported under manifest for offsite disposal.</li> </ul> </li> </ul> <p>Compliance with federal, state, and local regulations will ensure that transport of PCB remediation waste offsite results in minimal hazard to the public and surrounding environment.</p> <p>Operation of the Project does not involve the routine transport, use, or disposal of any hazardous material because the use of the Project site for employee parking and storage of aircraft materials such as tools and spare aircraft parts, will remain unchanged. If any materials contain potentially hazardous residue, they would be cleaned and discarded in accordance with local, state, and federal regulations. As such, the Project will have a <b>less than significant impact</b> related to the routine transport, use, or disposal of any hazardous material either directly, indirectly, or cumulatively. No mitigation is required.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9b. Response:</b> (Source: California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP; Risk Based Disposal Approval Application prepared by Haley &amp; Aldrich dated February 2021)</p> <p><b>Less Than Significant Impact.</b> The Project is being implemented per the EPA to meet the requirements outlined in the RBDAA which include paving existing unpaved portions of the property in order to manage PCB containing site soils resulting from Rohr’s manufacturing operations. The proposed asphalt and concrete for the Project have been approved by the EPA as a continuous “impermeable cap” over the western portion of the facility in order to eliminate potential human exposure to site soils and prevent rainwater from migrating downward into and through the soil below for the protection of groundwater which is 10 feet below ground level. While the Project site does contain PCB containing soils, the intent of the Project is to manage the PCB containing site soils to eliminate potential human exposure. The Project will not involve the disturbance or require any interaction to the listed site. Therefore, while the PCB containing soil poses a hazard, the Project itself will eliminate the risk of the release of the soils. As described above, soil movement during construction will be verified and documented during construction with surveying data. This, in conjunction with the Project’s SWPPP, Waste Management Plan, and Dust Control Plan will ensure that impacted soils onsite remain secured onsite or are disposed of appropriately.</p> <p>Additionally, during construction, the Project may involve the use of hazardous materials and will require offsite transport of PCB remediation waste. However, the transport and use of potentially hazardous materials will comply with all applicable federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to, Title 49 of the Code of Federal Regulations implemented by Title 13 of the California Code of Regulations (CCR), which describes strict regulations for the safe transport of hazardous materials. Excavated soils will be reused on site or removed offsite in accordance with 40 CFR 761.61(c) and the Applicant’s discussions with EPA using methods described above in Section 9a.</p> <p>The Project, in compliance with existing regulations, will ensure that the public will not be exposed to any unusual or excessive risks related to hazardous materials as a result of the Project. As such, the impacts associated with the upset and</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
accident conditions involving the release of hazardous materials into the environment will be a <b>less than significant impact</b> and beneficial impact directly, indirectly, and cumulatively. No mitigation is required.				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9c. Response:</b> (Source: <i>General Plan 2025 Public Safety and Education Elements, Figure 5.13-2 – RUSD Boundaries, Health and Safety Code, Title 49 of the Code of Federal Regulations; Dust Control and Perimeter Monitoring Plan prepared by Haley and Aldrich in July 2021; Risk Based Disposal Approval Application prepared by Haley &amp; Aldrich in February 2021</i>)</p> <p><b>Less Than Significant Impact.</b> The nearest school to the Project site is Arlanza Elementary School, located at 5891 Rutland Avenue, approximately 0.15 miles to the south. As discussed above, the school is not located on the expected haul route for the Project and as such, will not be impacted by trucks transporting PCB waste. The Project does not substantively change the existing use of the Project site. Although hazardous materials and/or waste generated from the Project may be used or removed during construction, all businesses that handle or have onsite 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. Offsite disposal of PCB remediation waste from the Project site will also be handled in accordance with 40 CFR 761.61(c) and the Applicant’s discussions with EPA, with methods described above in Section 9a. During construction, grading and paving may result in potential airborne contaminants. However, the Project will implement the DCPMP which includes dust suppression measures as outlined under SCAQMD Rule 403 and Rule 1466 to manage airborne particles during ground disturbing activities. Compliance with existing federal and State regulations 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. No mitigation is required.</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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>9d. Response:</b> (Source: <i>DTSC Envirostor Database – Web; Final Archives Search Report prepared by the U.S. Army Corps of Engineers dated August 16, 2004; Draft Final Preliminary Assessment prepared by the U.S. Army Corps of Engineers dated June 2018</i>)</p> <p><b>Less Than Significant Impact.</b> While the Project site was at one time part of the larger former Camp Anza site that remains on the Cortese List, as detailed below, the ongoing presence of the Camp Anza site on the Cortese List appears to be unrelated to Rohr’s operations. In any case, for the reasons described above, the Project will not create a significant hazard to the public or the environment. The 75-acre Rohr property was primarily used for agriculture and farming until the 1940s when the property and surrounding lands were acquired by the Department of the Army during World War II and developed to support Camp Anza. In 1984, a Preliminary Assessment of Camp Anza was conducted to identify potential hazardous materials concerns as the property had contained military debris (including ordnances and explosive waste), chemical warfare materials, and petroleum fuel storage tanks. The historic boundaries of Camp Anza (over 1,000 acres) is included within the Department of Toxic Substances Control (DTSC) Envirostor database, which compiles hazardous materials sites pursuant to Government Code Section 65962.5 (Cortese List). The Project site is physically within the boundaries of the larger historic Camp Anza boundary (which comprises over 1,000 acres). However, aside from its location, the PCB-driven remediation activities at the Project site do not have any current nexus to the hazardous materials or remediation activities that form the basis for the ongoing listing compiled pursuant to Section 65962.5 of the Government Code. On the contrary, the continued presence of the larger former Camp Anza site on the Cortese List appears to be based on historical non-PCB hazardous materials usage and releases associated with former Camp Anza activities.</p> <p>The intent of the Project is to meet the requirements outlined in the RBDAA to eliminate potential human exposure to site soils which have become contaminated during Rohr’s own manufacturing operations. The Project does not propose any</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>remediation activities which are associated with hazardous materials resulting from the Camp Anza military clean-up site. While the Project site does contain PCB containing soils, the intent of the Project is to manage the PCB containing site soils to eliminate potential human exposure. PCB containing soils will be managed on-site by balancing required cuts and fills and be placed under an asphalt and concrete cap. Every effort will be made to prevent transport and disposal of PCB containing soils. The Project site will include having exclusion zones, on-site balancing, comprehensive dust control and monitoring, stormwater control, and equipment decontamination. Any PCB contaminated wastes removed from the site will be covered and transport truck tires washed. All of these activities will be performed under comprehensive dust control and monitoring in accordance with SCAQMD Rule 1446. Therefore, while exposure to PCB containing soil could pose a hazard, the Project itself will eliminate the risk of exposure through soils. Furthermore, the Project will not pose any risks by disturbing or intruding into the larger former Camp Anza footprint. As such, the Project will have a <b>less than significant impact</b> in terms of creating any significant hazard to the public or environment directly, indirectly, and cumulatively. No mitigation is required.</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 or excessive noise 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>9e. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, General Plan FPEIR Figure 5.7-2 - Riverside Municipal and FLABOB Airport Safety Zone)</b></p> <p><b>Less Than Significant Impact.</b> The Project site is located approximately 1.5 miles southwest from the Riverside Municipal Airport and is within the Airport Compatibility Zone D-Flight Corridor Buffer, as depicted on Figure PS-6A of the General Plan Public Safety Element for Airport Land Use Compatibility Zones and Influence Areas. The Project site is also located within the Primary Traffic Patterns area of the Riverside Municipal Safety Zone as noted in Figure 5.7-2 of the General Plan FPEIR. The Project will not introduce or substantially change the existing use of the Project site. Additionally, and in accordance with Table 2A of the Airport Land Use Compatibility Plan Policy Document, the Project will not introduce either of the prohibited uses (highly noise-sensitive outdoor nonresidential uses nor hazards to flight). Further, Project does not include the development or use of objects greater than 70 feet in height, nor does it introduce a discouraged use in the Zone D (children’s schools, hospitals, or nursing homes). The Project is consistent with the Airport Land Use Compatibility Plan Policy Document.</p> <p>The Project will result in an increase in ambient noise levels during construction. As noted in the response to 13a, the Project will comply with the City’s noise standards as set forth in Title 7 of the Municipal Code and Chapter 847 Ordinance.</p> <p>As such, the Project will have a <b>less than significant impact</b> with regard to a safety hazard for people residing or working in the project area directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9f. Response: (Source: General Plan 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials)</b></p> <p><b>No Impact.</b> The Project will not result in significant physical alterations to the Project site that may create impairments during implementation or physically interfere with an adopted emergency plan. The Project will be served by existing streets such as Rutland Avenue and Cypress Avenue. No design changes to the streets or access to the Project site are proposed and no closures would be required during construction. No changes to the existing Emergency Operations Plan or Multi-Jurisdictional LHMP are proposed. Therefore, <b>no impact</b>, either directly, indirectly, or cumulatively to an emergency response or evacuation plan will occur. No mitigation is required.</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>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9g. Response:</b> (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas; CALFire Fire Hazard Severity Zones Maps 2009)</p> <p><b>No Impact.</b> See response to Section 20 for further discussion on wildfires. The Project is located in an urbanized area where no wildlands exist, and the property is not 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. No mitigation is required.</p>				
<p><b>10. HYDROLOGY AND WATER QUALITY.</b> Would the project:</p>				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10a. Response:</b> (Source: General Plan 2025 FPEIR Figure 5.8-1-Watershed)</p> <p><b>Less Than Significant Impact.</b> The Project site is located within the Santa Ana Watershed but is not near any water courses that could be directly or immediately affected by the Project. The Project site is currently developed with a mix of impervious (parking lot and driveways) and pervious (unpaved lot, landscaping) surfaces. Upon construction of the expanded parking lot and paving of the unpaved portions of the Project site, the impervious surfaces will increase. Under the NPDES, the applicant will be responsible for preparing a SWPPP to mitigate the effects of erosion and water quality. The Project will implement BMPs outlined in the SWPPP to prevent deterioration of water quality standards and degrade surface and groundwater quality during the construction and operation of the Project. The Project will include the preparation of a WQMP prior to construction to ensure consistency with the NPDES requirements. The Project will also include bioretention trenches to ensure runoff is treated prior to leaving the Project site.</p> <p>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. 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 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. No mitigation is required.</p>				
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>10b. Response:</b> (Source: General Plan 2025 Public Facilities and Infrastructure Element; Riverside Public Utilities (RPU) Map of Water Supply Basins)</p> <p><b>Less Than Significant Impact.</b> The Project is located within the Arlington Basin as indicated in the Riverside Public Utilities (RPU) Map of Water Supply Basins. The Project does not require connection to any sewer systems. Because the Project does not include any new construction of buildings at the Project site and because all landscaping will be drought-tolerant species, requiring minimal water demand, the Project will thereby not decrease groundwater supplies.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project will increase the impervious surface areas of the Project site with the addition of asphalt or concrete on the currently unpaved surfaces. Based on Data from the 2020 Urban Water Management Plan for Riverside Public Utilities, the average annual precipitation is nine inches. Considering the impervious footprint of the project site, the stormwater run-off will increase approximately seven acre-feet of water annually, less than 0.008% of the 86,111 acre-feet pumped by Riverside Public Utilities last year. This water will instead be directed to the Santa Ana River through the adjacent Riverside County Flood Control Channel after being treated via the onsite water quality bioretention trenches.

This alteration to the Project site is being implemented per the EPA to manage the PCB-containing site soils. While the Project could decrease groundwater recharge by a fraction of a percent, the treatment of the water combined with the containment of PCB contamination would be a benefit for protecting the groundwater quality. Further, according to the Urban Water Management Plans, Riverside Public Utilities does not draw from this basin due to its high levels of total dissolved solids and nitrates. Additionally, the Project does not include new development that would create a significant increase in demand and use of water resources. Therefore, the Project will have a **less than significant impact** directly, indirectly, or cumulatively to groundwater supplies. No mitigation is required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
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i. Result in substantial erosion or siltation on-or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**10i Response: (Source: Public Works Department – Survey and Land Records)**

**Less Than Significant Impact.** The Project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing a SWPPP for the prevention of runoff during construction. Erosion, siltation, and other possible pollutants associated with long-term implementation of the Project will be addressed as part of the WQMP and grading permit process. According to the City’s Survey and Land Records of the Public Works Department, the Storm Drain Index Maps identify storm drain mains near the Project are primarily located along Arlington Avenue, the concrete channel that bisects the properties east of the Project site, and along Van Buren Boulevard. The Project site is mostly developed as an employee parking lot with a portion of the Project site as an unpaved storage area. The Project will implement the design and construction recommendations provided in the Geotechnical Design Review and Recommendations report prepared for the Project to manage potential effects due to erosion.

The Project is removing the unpaved areas of the site, and as such, there is the opportunity for onsite erosion or siltation to be eliminated. As water flows offsite, it passes through the bioretention trenches, which acts to remove suspended solids from the stormwater. The water will then be conveyed into an existing concrete lined storm drain channel which will be manually released to the County storm drain channel. At that time, it will further remove any excess solids. There will be no additional erosion offsite from the movement of this water as it will be contained entirely within lined conveyance systems.

The Project is not located near any streams or significant drainage areas that would significantly be impacted during construction and operations. Therefore, the Project will have a **less than significant impact** directly, indirectly, or cumulatively to existing drainage patterns. No mitigation is required.

ii. 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"/>
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**10ii Response: (Source: Federal Emergency Management Agency Flood Map Service Center)**

**Less Than Significant Impact.** The Project site is located within the Flood Zone X, an area of minimal flood hazard. While the Project includes physical alterations of the site such as grading and other ground disturbances, the Project is not subject to flood hazards, and no drainage features are present that would be significantly impacted by the construction and operation of

<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 Project. Furthermore, the Project site is located within an urbanized area and is mostly developed, with some sections disturbed, but unpaved. The Project will result in an increase of impervious surfaces. However, bioretention trenches will be installed to convey water off site. In addition, the Project will implement BMPs as outlined in the SWPPP to address and manage additional runoff. Any increase in runoff from an increase in impervious services will be captured by the bioretention trenches and will not impact drainage offsite. Further, any such increase will be balanced with the implementation of the stormwater upgrades on Phillip Avenue, which will redirect stormwater from flowing onto the Project site through a gravity pipeline to a catch basin on Arlington Avenue. Therefore, impacts will be <b>less than significant</b> directly, indirectly, or cumulatively in the rate or amount of surface runoff, and the Project will not result in flooding on or off site. No mitigation is required.</p>				
<p>iii. 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; or</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>iv. Impede or redirect flood flows</p>				
<p><b>10iii Response: (Source: <i>Federal Emergency Management Agency Flood Map Service Center</i>)</b></p>				
<p><b>Less Than Significant Impact.</b> The Project includes physical alterations such as grading and other ground disturbances. However, the Project does not include any new development that would exceed the capacity of existing drainage systems. While the Project increases the square footage of impervious surfaces on the Project site, which could increase runoff, the Project will implement BMPs as outlined in the SWPPP to address and manage additional runoff and reduce/eliminate adverse water quality impacts. The paving of the unpaved areas will be a benefit for protecting the groundwater from leaching effluent from PCB containing soils. Furthermore, the Project includes the preparation of a WQMP to ensure compliance with the NPDES. The Project also includes installation of bioretention trenches to convey water off site. These bioretention trenches have been sized to properly handle the flow rates expected and, coupled with the manual released to the County storm drain channel, will ensure that run off water does not exceed the capacity of existing storm drain systems. Therefore, 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; impacts will be <b>less than significant</b> directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10d. Response: (Source: <i>GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality</i>)</b></p>				
<p><b>No Impact.</b> The Project site is not located within a flood hazard zone. Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis would occur. Additionally, the Project site and its surroundings have generally flat topography; and the Project site is within an urbanized area, not within immediate proximity to Lake Mathews, Lake Evans, the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain Area, or any of the nine arroyos which transverse the City and its sphere of influence. While a channel is located east of the Project site near Van Buren Boulevard, the Project does not include any activities that would interfere or modify the channel. Therefore, <b>no impact</b> potential for seiche or mudflow exists either directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10e. Response:</b></p>				
<p><b>No Impact.</b> The Project does not include new development or new services that would create an increase in water demands and thereby increase water discharges. The Project will not conflict or obstruct the implementation of water quality and groundwater management. Project operations will be substantially the same as existing operations. While the Project could decrease groundwater recharge and increase runoff from the Project due to increasing the impervious areas by asphaltting the</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
unpaved areas, this proposed action is for the benefit of protecting the groundwater from leaching effluent from PCB containing soils. As such, the Project will have <b>no impact</b> on water quality plans and groundwater management plans. No mitigation is required.				
<b>11. LAND USE AND PLANNING:</b>				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11a. Response: (Source: General Plan 2025 FPEIR)</b>  <b>No Impact.</b> The Project site is bordered by businesses to the north, east, and west, with residences bordering to the south. Although the Project includes constructing a permanent wall surrounding the Project site, the site is currently fenced off from public access and travel. All construction activities will occur within the footprint of the Project site, and any interruptions to the typical circulation patterns surrounding the site will consist of highly temporary heavy equipment travel and deliveries along established roadways designated for such use. Implementation of the Project will not result in a change in land use or zoning, and the Project does not include features that would preclude mobility across the Project site. Construction and operational Project activities will not physically divide an established community. As such, the Project will have <b>no impact</b> on the division of an established community. No mitigation is required.				
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>11b. Response: (Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map)</b>  <b>Less Than Significant Impact.</b> The Project involves upgrades to approximately 7 acres of the Project site in order to limit the movement of PCB containing soil and prevent interaction between site soil and groundwater infiltration. The Project has been designed to be consistent with all zoning regulations in each of the parcels zoned I and CR zones, respectively. Considering the Project will not result in any changes to the existing land use at the Project site and will align with all policies in the Land Use Element of the City’s General Plan and the City’s zoning ordinance, the Project will not conflict with any land use plan or policy and <b>less than significant impacts</b> will occur. No mitigation is required.				
<b>12. 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"/>
<b>12a. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</b>  <b>No Impact.</b> The Project does not involve extraction of mineral resources. While Project construction activities will include grading and some soil removal, no State-designated mineral resources zones are on the Project site. Neither the Project site nor the surrounding area has previous or future uses for mineral extraction purposes. The Project site is not located near or adjacent to a mineral resource recovery site. Therefore, the Project will have <b>no impact</b> on mineral resources directly, indirectly, or cumulatively. No mitigation is required.				
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"/>



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>12b. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</b></p> <p><b>No Impact.</b> The Project is not located within or adjacent to a State-designated mineral resource zone. No mineral extraction activities are proposed on the Project site, nor has the site been used for mineral resource extraction. The Project will continue to be used as a parking lot and aircraft material storage, which is consistent with the General Plan 2025. Therefore, the Project will have <b>no impact</b> on mineral resources. No mitigation is required.</p>				
<p><b>13. NOISE.</b> Would the project result in:</p>				
<p>a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>13a. Response: (Source: Title 7 – Noise Code: Riverside Municipal Code)</b></p> <p><b>Less Than Significant Impact.</b> The Project site experiences ambient noises from various sources such as existing businesses and residences that surround the Project site; employees arriving to the Project site; and vehicle noise from Arlington Avenue, Cypress Avenue, and Rutland Avenue. The Project will create a temporary increase in ambient noise levels within the vicinity of the Project site during construction during the week and some weekends. During construction, the Project will comply with the City’s noise requirements as set forth in Title 7 of the Municipal Code. Thus, construction will not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or at any time on Sunday or a federal holiday. Construction activities will be conducted within the allowances provided by the City.</p> <p>Once operational, the Project will not substantially change the existing uses. The Project will not include any significant changes to the existing operations, such as the development of new services or new structures, that could create a permanent increase in ambient noise levels. Therefore, 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. No mitigation is required.</p>				
<p>b. Generation of excessive groundborne vibration or groundborne noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>13b. Response: (Source: Federal Transit Administration 2018; Riverside Municipal Code)</b></p> <p><b>Less Than Significant Impact.</b> Construction-related activities, although short term, are the most common source of groundborne noise and vibration that could affect occupants of neighboring uses. Most equipment will be rubber-tired, and not a significant source of groundbourne vibration. In limited instances, some track mounted equipment may be required, but usage will be rare and infrequent and will not cause significant groundbourne vibration. Groundborne vibration and noise can also result from railway and roadway noise. During construction, the Project site and its surroundings may experience groundborne vibration and noise. Project construction activities will be short term. Commercial businesses and single-family residences are located immediately south of the Project site along Cypress Avenue, and west across Rutland Avenue consists mostly of automobile and metal shop businesses. While residences and businesses are located near the Project site, the construction activities will comply with the City’s standards for restricting construction to specific hours of the day and certain days of the week. Because of the short-term construction schedule, and relatively shallow depths of ground disturbance, the Project will have a <b>less than significant impact</b> directly, indirectly, and cumulatively. No mitigation is required.</p>				
<p>c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
airport, would the project expose people residing or working in the project area to excessive noise levels?				
<p><b>13c. Response:</b> (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, General Plan FPEIR Figure 5.7-2 - Riverside Municipal and FLABOB Airport Safety Zone)</p>				
<p><b>Less Than Significant Impact.</b> The Project site is located within the Airport Compatibility Zone D-Flight Corridor Buffer of the Riverside Municipal Airport . While the Project is located within this designated airport zone, the Project will not expose people residing or working within the Project site to additional excessive noise levels as the Project does not propose development of new structures or introduction of new services in the area that would create excessive noise levels. Therefore, the Project will result in a <b>less than significant impact</b> with regard to a safety hazard for people residing or working in the project area directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p><b>14. POPULATION AND HOUSING.</b></p>				
<p>Would the project:</p>				
<p>a. Induce substantial unplanned 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>14a. 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><b>No Impact.</b> Implementation of the Project will not result in the construction of new homes or businesses or result in the extension of roads or other infrastructure that would result in direct or indirect population growth. Construction of the Project will result in the generation of temporary construction jobs; however, these jobs are expected to be filled by residents who currently live in the area and would not induce unplanned population growth. There will be no substantial change in use from the existing conditions at the Project site. Therefore, the Project will not directly or indirectly induce substantial population growth through the creation of new homes or businesses, and <b>no impacts</b> will occur directly, indirectly, or cumulative related to unplanned population growth. No mitigation is required.</p>				
<p>b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>14b. Response:</b> (Source: Google Maps 2021)</p>				
<p><b>No Impact.</b> As discussed above, the Project site does not propose any housing units. Additionally, the Project is entirely within an existing parking lot and storage area on the Project site. No existing housing units or people would be removed or displaced as a result of the Project; thus, the Project will not require the construction of replacement housing elsewhere, and <b>no impacts</b> will occur directly, indirectly, or cumulatively related to displacement of people or housing. No mitigation is required.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>15. 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"/>
<p><b>15a. Response: (Source: Google Maps 2021)</b></p> <p><b>No Impact.</b> The Project is a private remediation project that will not impact or involve government facilities or services. The Project will remove asphalt and grade an existing parking lot, installing bioretention trenches, repaving of a larger area, and constructing perimeter walls in order to limit the movement of PCB containing soil and prevent interaction between site soil and groundwater infiltration. The Project will provide a small number of temporary construction jobs, but these positions are expected to be filled by the local community. Thus, the Project will not induce permanent population growth in the area requiring the need for new governmental facilities such as those for fire protection, police protection, schooling, and recreation. Following completion of the Project, the site will continue current operations as an employee parking lot and materials storage yard and will not increase employee population numbers. Current operations do not interfere with acceptable service ratios, response times, or other performance objectives. Adequate fire facilities and services are provided by Arlanza Fire Station #7 located at 10191 Cypress Avenue, approximately 0.5 mile to the west of the Project site. Therefore, the Project will not result in the intensification of land use and will have <b>no impact</b> on the demand for additional fire facilities or services either directly, indirectly, or cumulatively. No mitigation is required.</p>				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15b. Response: (Source: Google Maps 2021)</b></p> <p><b>No Impact.</b> The Project is a private remediation project that will not impact or involve government facilities or services. Adequate police facilities and services are provided by the Riverside Police Department located at 10540 Magnolia Avenue, approximately 2.5 miles south from the Project site. Therefore, the Project will not result in the intensification of land use and will have no impact on the demand for additional police facilities or services either directly, indirectly, or cumulatively. No mitigation is required.</p>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15c. Response: (Source: Google Maps 2021)</b></p> <p><b>No Impact.</b> The Project is a nonresidential use and will not involve the addition of any housing units or increase in employment that would increase numbers of school age children. Therefore, the Project will have <b>no impact</b> on the demand for additional school facilities or services either directly, indirectly, or cumulatively. No mitigation is required.</p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>15d. Response: (Source: Google Maps 2021)</b></p> <p><b>No Impact.</b> The Project is a nonresidential use and will not involve the addition of any housing units or increase in employment that would increase the population. Therefore, the Project will have <b>no impact</b> on the demand for additional park facilities or services either directly, indirectly, or cumulatively. No mitigation is required.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>15e. Response: (Source: Google Maps 2021)</b></p> <p><b>No Impact.</b> Adequate public facilities and services such as libraries and community centers are provided by the Arlanza Public Library and Arlanza Community Center to serve the neighborhoods near the Project. The Project will not result in the intensification of land use or result in an increase in employment and will have <b>no impact</b> on the demand for additional public facilities or services either directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p><b>16. RECREATION.</b></p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16a. Response: (Source: General Plan 2025 FPEIR Section 5.14 Recreation; Google Maps 2021)</b></p> <p><b>No Impact.</b> The Project will not result in an intensification of land use or an increase in employment and, therefore, will have no impact on the demand for additional recreational facilities such as Bryant Park, Rutland Park, and the Arlanza Community Center either directly, indirectly, or cumulatively. The Project will include removing asphalt and grading of an existing parking lot, installing bioretention trenches, repaving of a larger area, and constructing perimeter walls. Following construction of the Project, the site will continue to be used for employee parking and aircraft material storage. No long-term employment will be generated by the Project, and construction job openings are expected to be filled by residents who currently live in the area. Therefore, the Project will not result in the relocation of any population that could increase the use of the existing neighborhood and regional parks or other recreational facilities. Therefore, substantial physical deterioration of recreational facilities will not occur; thus, <b>no impacts</b> will occur. No mitigation is required.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>16b. Response: (Source: General Plan 2025 FPEIR Section 5.14 Recreation; Google Maps 2021)</b></p> <p><b>No Impact.</b> The Project does not include new recreational facilities or require the construction or expansion of recreational facilities; therefore, the Project will have no impact directly, indirectly, or cumulatively. The Project includes removing asphalt and grading of an existing parking lot, installing bioretention trenches, repaving of a larger area, and constructing perimeter walls at an existing aircraft manufacturing facility. The Project will not require the construction or expansion of recreational facilities in the area; therefore, <b>no impact</b> will occur. No mitigation is required.</p>				
<p><b>17. TRANSPORTATION</b></p>				
<p>Would the project result in:</p>				
<p>a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>17a. Response: (Source General Plan 2025 Zoning Map of The City of Riverside; Land Use Policy Map)</b></p> <p><b>Less Than Significant Impact.</b> The Project site is located on a previously developed site where no increase in intensity of use resulting in any measurable increase in traffic will occur. The Project uses are consistent with the General Plan's designation of land use and zoning. No changes to the roadways are proposed that could affect transit and pedestrian circulation. Project operations will remain consistent to the existing uses which are providing parking for employees and storage of aircraft materials. Proposed construction activities will remain within the existing property, except for installation</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>of a connection to an existing storm drain basin and repaving a small portion of Phillip Avenue. However, there are no proposed roadblocks associated with these activities that would affect transit uses. While Phillip Avenue is paved, that portion of the road will not be accessible as paving activities would interfere with use of that portion of the road. However, the only use of that portion of Phillip Avenue is for access to the Project site. A temporary construction entrance will be provided on Phillip Ave and a portion of Phillip Ave will require soil removal and pavement installation. During these activities, only the portion of Phillip Ave that is used by the facility will be closed to pedestrians, vehicles, and non-construction personnel. While the use of construction vehicles entering and exiting the Project site could cause a delay in traffic, these will be a temporary occurrence and will not require changing any existing circulation policy or regulation. Therefore, <b>a less than significant impact</b> directly, indirectly, or cumulatively to the capacity of the existing circulation system will occur. No mitigation is required.</p>				
<p>b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17b. Response: (Source: General Plan 2025 Zoning Map of The City of Riverside; Land Use Policy Map)</b></p>				
<p><b>No Impact.</b> The Project does not involve a substantial change to the existing use. No new uses or new development is proposed that would attract additional vehicle trips to the Project site. During construction, the Project could result in delays in traffic along Rutland Avenue. However, these will be a temporary occurrence. Furthermore, because of the temporary nature of the construction phase, and that construction will occur within a timeframe of approximately 6-8 months, estimated construction trips will not conflict with CEQA guidelines section 15064.3. Therefore, <b>no impact</b> directly, indirectly, or cumulatively to Section 15064.3, subdivision (b) will occur. No mitigation is required.</p>				
<p>c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17c. Response: (Source: Project Site Plans)</b></p>				
<p><b>No Impact.</b> The Project is located on a site that is currently developed, with all site improvements in place, and where no site modifications will occur that would result in hazards due to design features such as driveways, intersection improvements, etc. In addition, the proposed use is compatible with other uses on the site. As such, the Project will have <b>no impact</b> on increasing hazards through design or incompatible uses either directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>d. Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>17d. Response: (Source: General Plan 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials; Project Site Plans)</b></p>				
<p><b>No Impact.</b> The Project is located on a site that is currently developed, with all site improvements in place, and where no site modifications are proposed that would affect emergency access. During construction access to the Project site will be maintained and no street lane closures will be required. As discussed above, when Phillip Avenue is paved, that portion of the road will be closed, however, use of that portion of the road is limited to access to the Project site. No alterations to the surrounding area, roadways, or access to the Project site are proposed that would affect emergency access. No changes to the existing Emergency Operations Plan or Multi-Jurisdictional LHMP are proposed. Therefore, the Project will have <b>no impact</b> directly, indirectly, or cumulatively on emergency access. No mitigation is required.</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>18. TRIBAL CULTURAL RESOURCES.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>18a. Response: (Source: General Plan 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity)</b>  <b>No Impact.</b> Notification letters were sent to 9 tribes on September 17, 2021 in accordance with Assembly Bill 52 (AB 52). Responses were received from the Gabrieleno Band of Mission Indians, Rincon Band of Luiseno Indians, San Manuel Band of Mission Indians, and Agua Caliente Band of Cahuilla Indians; none of which requested consultation. The Project is located on previously developed and disturbed land within an urbanized area. According to the General Plan, the Project site is located within an area of low archaeological sensitivity. No structures are present on the Project site that could be eligible for listing in the California Register of Historic Resources. Therefore, the Project would have <b>no impacts</b> to a historical resource directly, indirectly, and cumulatively. No mitigation is required.				
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>18b. Response: (Source: General Plan 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity)</b>  <b>Less Than Significant Impact.</b> The Project is on developed and disturbed land within an urbanized area of the City. The Project is not anticipated to excavate soils beyond 5 feet in depth, which may result in the discovery of tribal cultural resources. However, the Project site is within an area of low archaeological sensitivity. Therefore, the likelihood of encountering unknown resources is low and impacts to tribal cultural resources will be <b>less than significant</b> directly, indirectly, and cumulatively. No mitigation is required.				
<b>19. UTILITIES AND SYSTEM SERVICES.</b> Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>19a. Response: (Source: Project Site Plans; General Plan 2025)</b>  <b>Less Than Significant Impact.</b> During construction, the Project will utilize various utility resources such as natural gas, water, and electric power. However, these uses will be temporary as it will be limited during construction that will last approximately 6-8 months. Once operational, the Project does not include the construction of new or expanded water or wastewater treatment facilities, natural gas, or telecommunication. The Project will include the installation of additional				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
parking lights for safety and security purposes. Because the Project does not propose the construction of new structures or facilities that will increase the employment to the Project site, there will not be a significant increase in utility demand. The installation of new lighting will connect to the existing electrical grid at the Project site. The installation of additional parking lights, while it will be considered a new accessory to the Project site, will not require relocation or construction of new or expanded electrical power because it will not be a power intensive accessory. No other new structures are proposed. Therefore, the Project will have <b>less than significant impact</b> resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly, or cumulatively. No mitigation is required.				
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>19b. Response: (Source: Project Site Plans; General Plan 2025)</b>  <b>Less than Significant Impact.</b> The Project will not exceed expected water supplies during construction and operation. Landscaping is proposed for the Project site, but all species will be drought tolerant requiring minimal water. No new uses are proposed on the site that would require a significant increased demand in water supplies. During construction, while water will be used for cleaning and dust suppression methods, its uses will be limited during the construction period and will require a nominal amount. Therefore, the Project will have a <b>less than significant impact</b> related to insufficient water supplies either directly, indirectly, or cumulatively. No mitigation is required.				
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>19c. Response: (Source: Project Site Plans; General Plan 2025)</b>  <b>No Impact.</b> The Project will not exceed wastewater treatment requirements during construction and operation. The Project will not include any new uses or new construction that will increase wastewater discharges and potentially increase wastewater capacities. During construction, while water will be used for site cleaning and dust suppression methods, this will be temporary and limited only during the construction phase of the Project. Wastewater from decontamination activities conducted during construction will be collected and disposed of offsite at an appropriate waste disposal facility; it will not be transmitted to the City's wastewater system. Therefore, <b>no impact</b> to wastewater treatment directly, indirectly, or cumulatively will occur. No mitigation is required.				
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>19d. Response: (Source: Riverside County Department of Waste Resources Construction and Demolition; California Green Building Standards Code)</b>  <b>Less than Significant Impact.</b> The Project will not result in a permanent solid waste stream such as those expected from residential, commercial, and industrial facilities. The Project operations will remain the same as the current uses as an employee parking lot and aircraft materials storage yard on the I-zoned parcels, and a vacant paved lot on the CR-zoned parcels. Any solid wastes generated will be from the construction phase of the Project, which will be temporary and would not impair the attainment of solid waste reduction goals. Existing pavement onsite will be pulverized and remain onsite. The Project will comply with the requirements of the California Green Building Standards Code which include construction waste reduction, disposal, and recycling standards where feasible. Therefore, <b>no impacts</b> related to solid waste will occur directly, indirectly, or cumulatively. No mitigation is required.				

<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>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>19e. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</b>				
<p><b>No Impact.</b> See response to 19d. The California Integrated Waste Management Act under the PRC requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The City is currently achieving a 60-percent diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50 percent of nonhazardous construction and demolition debris for all projects and 100 percent of excavated soil and land clearing debris for all nonresidential projects beginning January 1, 2011.</p> <p>The Project will comply with federal, State, and local management with regards to the statutes and regulations for solid waste. During construction, the Project will comply with the regulations for the handling and disposal of solid wastes. Soils that will be excavated will be reused where feasible. Therefore, <b>no impacts</b> related to solid waste statutes will occur directly, indirectly, or cumulatively. No mitigation is required.</p>				
<b>20. WILDFIRE</b>				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>20a. Response: (Source: CALFire Fire Hazard Severity Zones Maps 2009)</b>				
<p><b>No Impact.</b> The Project site is not located within a very high fire hazard severity zone (VHFHSZ). The majority of the fire hazard zones are located on the outer boundaries of the City near the mountains and hillsides. The Project is located within the existing Rohr Riverside Facility and does not involve or require modifications to an adopted emergency response plan, evacuation plan or the Multi-Jurisdictional LHMP. Therefore, <b>no impacts</b> to wildfire directly, indirectly, or cumulatively will occur. No mitigation is required.</p>				
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>20b. Response: (Source: CALFire Fire Hazard Severity Zones Maps 2009)</b>				
<p><b>No Impact.</b> See response to 20a. Open spaces could be susceptible to wildlife fires that can be exacerbated by dry weather and the funneling of the Santa Ana winds through the canyons. The Project is not located within a VHFHSZ and is not within the open space areas of the City. The Project site is on relatively flat terrain and will not exacerbate potential fire risks due to steep slopes. The Project does not include development of structures that would expose occupants to pollutant concentrations from a wildfire and will not include any uses that could exacerbate wildfire risk. Therefore, the Project will result in <b>no impacts</b> to uncontrolled spread of wildfire directly, indirectly, or cumulatively will occur. No mitigation is required.</p>				
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>20c. Response: (Source: CALFire Fire Hazard Severity Zones Maps 2009)</b>				
<p><b>No Impact.</b> See response to 20a. The Project does not include any installation or maintenance of infrastructure that may exacerbate fire risks such as roadway construction, fuel breaks, or power lines. While the Project will include installation of</p>				



ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
additional parking lot lights, this utility installation is not power intensive and will not increase the fire risk within the area. Therefore, <b>no impacts</b> associated with the installation or maintenance of infrastructure exacerbating fire risks directly, indirectly, or cumulatively will occur. No mitigation is required.				
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>20d. Response: (Source: General Plan 2025; CALFire Fire Hazard Severity Zones Maps 2009)</b>				
<b>No Impact.</b> See response to 20a and 20b. The Project does not include development of any structures that would expose persons to significant fire risks. Because of the Project site’s relatively flat topography, there will be no post-fire slope instability or risk of landslides. The Project site is developed and previously disturbed. The Project will not create additional runoff due to the balance between the potential addition of impervious parking lot surfaces and the stormwater improvements on Phillip Avenue. Further, any runoff associated with the Project will not create a landslide or downstream flooding due to the flat topography of the Project site. Furthermore, the Project will include BMPs in the SWPPP in order to manage erosion and runoff at the Project site. Therefore, <b>no impacts</b> from downslope or downstream flooding will occur. No mitigation is required.				
<b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>21a. Response: (Source: General Plan FPEIR 2025 – Section 5.4 Biological Resources, Section 5.5 Cultural Resources)</b>				
<b>Less Than Significant Impact.</b> As discussed in the Biological Resources Section of this Initial Study, there are no potential significant impacts related to habitat of fish or wildlife associated with the Project. Because the Project site is located in an urbanized area of the City and does not contain any sensitive habitats that could potentially house rare or endangered species, impacts were found to be less than significant. There are trees located nearby the Project site, and six trees are proposed for removal which could house nesting birds. The trees that are proposed to be removed onsite are non-native and are trees typically used for landscaping purposes and are not considered a rare species. However, as discussed in the Biological Resources Section, the applicant will be required to adhere to existing regulations such as MBTA. 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. Because the Project site does not contain any historic or geologic structures, and because any ground-disturbing activities will be limited to previously disturbed areas, impacts were found to be <b>less than significant</b> . No mitigation is required.				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>21b. Response: (Source: General Plan 2025 FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</b>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Less Than Significant Impact.</b> Because the Project is consistent with the General Plan 2025, no new cumulative impacts are anticipated; and, therefore, cumulative impacts of the Project beyond those previously considered in the GP 2025 FPEIR are less than significant. No new construction of buildings or introduction of new services to the Project site are proposed that would create a cumulative impact to the resources outlines in Section 6 of the FPEIR. Furthermore, the majority of the activities undertaken for the Project will remain within the Project site. Given that this is a site-specific remediation project, it is not a project that is likely to have impacts that combine with other projects to create a significant impact. Further, a review of the Project’s vicinity did not reveal any other projects that are expected to occur at the same approximate time of the Project. Because impacts in the analyses above were found to be less than significant, the Project will not contribute to a cumulatively considerable impact. Impacts will be <b>less than significant</b>. No mitigation is required.</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>21c. Response: (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</b></p> <p><b>Less Than Significant Impact.</b> Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology and 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. The intent of the Project is to pave the unpaved areas of the Project site and to repave other areas in order to manage PCB containing site soil, as required by the EPA. Therefore, the Project will have a beneficial impact on human beings and the environment. Potential direct and indirect impacts on human beings that result from the Project are <b>less than significant</b>. No mitigation is required.</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).

