

4.0 Cumulative Impacts

Section 15130(a) of the California Environmental Quality Act (CEQA) Guidelines requires a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable.” Cumulatively considerable, as defined in Section 15065(c), “means that the incremental effects of an individual 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.” According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects “need not be provided as great detail as is provided the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.”

According to Section 15130(b)(1) of the CEQA Guidelines, the discussion of cumulative effects is to be on either (a) “a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency,” or (b) “a summary of projections contained in an adopted plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.”

The basis of and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue. For this analysis, where evaluation of potential cumulative impacts are localized (e.g., noise, traffic, visual quality, biological, cultural resources, and public utilities), a list of project methods was employed. For potential cumulative impacts that are regional in scope (e.g., air quality and global warming), planning documents were additionally used in the analysis.

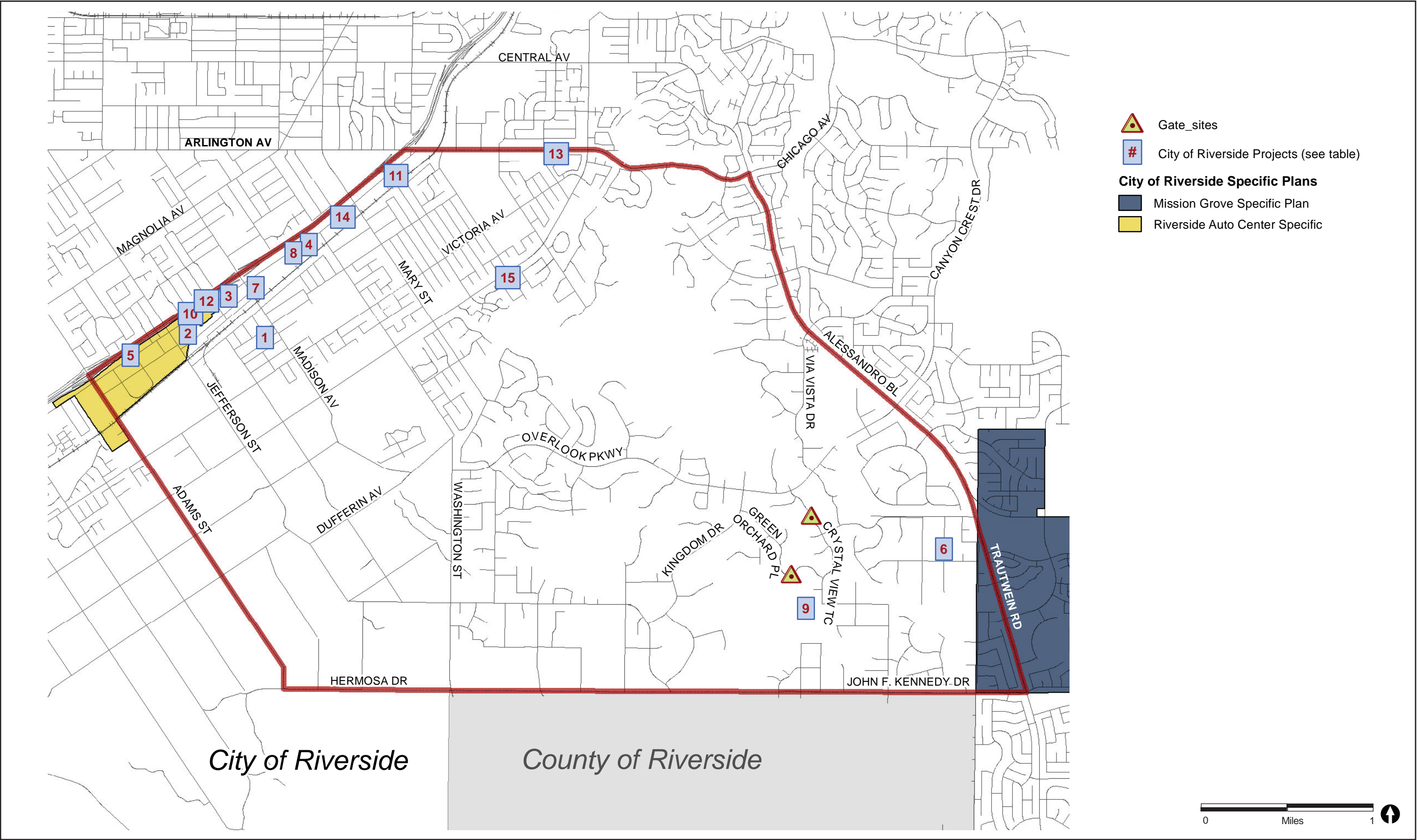
The cumulative impacts discussion in this Draft Environmental Impact Report (DEIR) focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of combined impacts caused by other past, present, or future projects. The cumulative impact scenario considers other projects proposed within the approximately 7,500-acre Project vicinity that have the potential to contribute to cumulatively considerable impacts. Based on discussions with City of Riverside (City) staff, the projects listed in Table 4-1 may have the potential to contribute to cumulative effects. Figure 4-1 shows the location of these cumulative projects in relation to the Project vicinity.

In addition to the projects noted in Table 4-1, two specific plans were also considered in the cumulative analysis: the Mission Grove Specific Plan, and the Riverside Auto Center Specific Plan. The Mission Grove Specific Plan is a Master Planned community to provide commercial, industrial, and commercial limited uses within Mission Grove Plaza

**TABLE 4-1
CUMULATIVE PROJECTS**

No.	Description	Acres	Sq. Ft.	Project Status
1	CUP/DR; 954 sq. ft. addition to 2,165 sq. ft. Antioch Missionary Baptist Church at 7547 Emerald Street	0.14	954	City Council approved 2/12/08 Not Built
2	CUP; New and used car sales, tire sales and installation, auto body repair and painting at 7840 Indiana Avenue	0.86	n/a	City Council approved 6/9/09 Interior improvements to existing building
3	CUP; Use existing coffee drive-thru building for fast food drive-thru restaurant at 7590 Indiana Avenue	0.87	n/a	City Council approved 8/11/09
4	CUP; Establish a veterinary clinic in 4,402 sq. ft. building currently under construction at 7170 Indiana Avenue	0.45	n/a	City Council approved 5/4/10 Tenant Improvement Permit expired
5	CUP; Hertz Rent A Car; permit the renting of vehicles on a lot developed with an existing 6,147 sq. ft. commercial building at 8099 Indiana Avenue	0.23	n/a	City Council approved 3/11/08
6	TM 32180; Subdivide two parcels into nine single-family residences in the RE-RL Zone	9.62	n/a	Planning Commission approved 6/5/08
7	RZ; Rezone lot developed with a residence from R-1-7000 zone to CR Zone at 3345 Madison Street	0.50	n/a	City Council approved 2/24/09
8	CUP/RZ/DR; Expand mini-storage facility; Rezone 0.45 acres developed with two single-family residences from R-1-7000 to CG Zone to build a medical office building at 7170 and 7172 Indiana Avenue	5.40	4,402	City Council approved 4/21/09
9	PM 34583/RZ; Divide two vacant parcels into three single-family residences; Rezone 0.47 acres from R-1-1/2 to RC, situated southerly of Clarke Court and westerly of Crystal View Terrace	7.05	n/a	City Council approved 9/1/09
10	RZ; Rezone vacant property from R-1-7000 to CG-SP Commercial General and SP (Riverside Auto Center) at 7779 and 7797 Indiana Avenue	0.51	n/a	City Council approved 10/13/09
11	CUP/DR/RZ; Baker's drive-thru restaurant (0.65 acres Phase 1); two commercial buildings (0.75 acres Phase 2); Rezone 1.07 acres from CG to CR at 6686 Indiana Avenue and 3355 Jane Street	1.40	2,234	City Council approved 7/27/10 and 8/24/10
12	CUP/DR; Vehicle Repair Facility at 7701 Indiana Avenue	0.7	4,085	City Council approved 4/5/11
13	CUP; Wireless facility in public right-of-way at 2882 Arlington Avenue	n/a	n/a	City Council approved 10/4/11
14	MCUP; Establish a pawn shop in a 1,600 sq. ft. building at 6980 Indiana Avenue	0.13	n/a	Planning Commission approved 9/22/11
15	CUP; Wireless facility in right-of-way at 6505 Lorraine Drive	n/a	n/a	City Council approved 2/7/12

sq. ft. = square feet, CUP = Conditional Use Permit, MCUP = Minor Conditional Use Permit, DR = Design Review, RZ = Rezone, TM = Tract Map, PM = Parcel Map, n/a = not applicable



Project Vicinity

FIGURE 4-1
Cumulative Projects Map

and Mission Grove Business Park, in a park like atmosphere. This plan includes 56.79 acres of Business/Office Park, 68.12 acres of commercial, 53.77 acres of High Density Residential, 78.38 acres of Low Density Residential, 155.31 acres of Medium Density Residential, and 9.63 acres of Open Space/Natural Resources General Plan designated land. The Riverside Auto Center Specific Plan was designed to retain and/or return the Riverside Auto Center as the premier “state of the art” auto center in southern California, thereby: (1) retaining and expanding a major component of the City’s sales tax and employment base; and (2) providing an attractive shopping experience for the purchase of automobiles.

This cumulative analysis relies on regional planning documents and associated CEQA documents to serve as an additional basis for the analysis of the broader, regional cumulative effects of the Project, such as air quality and global warming. For example, the regional planning documents used in this analysis include the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and the General Plan 2025 and the associated Final EIR. Where the analysis relies on an adopted plan or related planning document for a particular issue, the plan is discussed in Section 3.0, Environmental Analysis, of this DEIR, and are incorporated by reference in the appropriate sections of the cumulative analysis below.

4.1 Agriculture

The Project vicinity, which is used as the study area for cumulative agricultural resource impacts, contains a variety of agricultural resources, including Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance, along with active agricultural operations. Scenarios 1, 2, and 3 do not involve project components in agricultural areas, and off-site improvements associated with all scenarios would not impact agricultural areas; thus, no cumulatively considerable impacts would result. Scenario 4 is discussed below.

Important Farmland

Implementation of Scenario 4 would construct the Proposed C Street within the northernmost portion of the Arlington Heights Greenbelt, an area containing important farmland and active agricultural operations. The impact acreages of Scenario 4 represent a small percentage of important farmland when compared to the overall acreage of important farmland within the Arlington Heights Greenbelt (refer to Section 3.1.4 of this DEIR). Direct impacts to important farmland categories are not expected to affect the viability of surrounding farmland. Figure 4-1 identifies 15 nearby projects considered in the cumulative analysis; none of which are proposed or located within the Greenbelt. All of the cumulative projects are located within developed areas of the City,

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and would, therefore, not result in impacts to agricultural resources, including important farmland resources, agricultural operations, or Williamson Act Contracts.

Farmland Conversion

Cumulative impacts related to farmland conversion could result from edge effects, including trespassing, pilfering of crops, and damaged farm equipment. The pressure, inconvenience, and increased costs of operating remaining farms in areas converting to other uses may render continued farming infeasible or, at least, heighten the attractiveness of selling other farms for development.

As discussed in Section 3.1 of this DEIR, the Proposed C Street under Scenario 4 would not directly or indirectly convert the surrounding agricultural operations to a non-agricultural use. Where agricultural operations are in place, they would continue. In cases where above-ground nurseries are in operation, the nurseries would be relocated to the extent possible. When viewed in conjunction with other cumulative projects, none of which are located in the Greenbelt, impacts would not be cumulatively considerable.

Zoning Conflict/Williamson Act Contract

Implementation of Scenario 4 would not directly result in the rezoning of any land within the Project vicinity, and land within the Greenbelt would retain its residential (RA-5) zoning, consistent with the agricultural preservation provisions established by Proposition R and Measure C. As discussed above, other cumulative projects are outside the Greenbelt area, and future speculative projects within the Greenbelt would be required to comply with Proposition R and Measure C. Therefore, impacts associated with Scenario 4 would not be cumulatively considerable.

With respect to Williamson Act Contract lands, there are four parcels under Williamson Act Contract within the Project vicinity. The Proposed C Street would be located north and northeast of the parcels under contract. None of the existing contracts would be affected with the implementation of Scenario 4, nor would they be affected by the cumulative projects listed in Table 4-1. The cumulative projects would also not affect other Williamson Act Contract lands, as the four parcels mentioned above are the only Williamson Act Contract lands within the Project vicinity (see Figure 3.1-3). Therefore, impacts associated with Scenario 4 would not be cumulatively considerable.

4.2 Air Quality

Air Quality Plan Implementation

None of the scenarios would alter land use designations or affect Southern California Association of Governments (SCAG) growth assumptions. While each scenario would

affect traffic patterns on road segments in this Project vicinity, no new land uses are proposed, and the proposed changes to circulation are consistent with General Plan 2025. Therefore, the Project would not conflict with the 2007 AQMP, and no cumulative impact would result.

Air Quality Violations/Pollutant Emissions

Construction

Scenarios 1 and 2 do not involve any construction activities. The off-site improvements identified throughout the DEIR are short term (1/2 day up to several weeks) and would not conflict with or obstruct implementation of the applicable air quality plan.

Air quality construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. As detailed in Section 3.2.5.1, the level of maximum daily construction emissions under Scenarios 3 and 4 would be less than the applicable thresholds for all criteria pollutants and would result in less than significant short-term air emissions impacts. Construction schedules for the cumulative projects identified in Table 4-1 are not known. However, as shown in Figure 4-1, cumulative development projects are not within a proximity to the PIAs associated with Scenarios 3 and 4 that would result in cumulatively considerable short-term construction emissions exceeding standards if operating simultaneously (see Figure 4-1). Thus, Scenarios 3 and 4 would not result in cumulatively considerable construction emissions impacts.

Construction equipment is diesel powered. The health risks associated with diesel particulate matter are those related to long-term exposures. As detailed above, cumulative projects are not within a proximity to the PIAs associated with Scenarios 3 and 4 that would result in cumulatively considerable short-term diesel emissions. Furthermore, risk is based on a lifetime of exposure, and construction of Scenarios 3 and 4 would be short-term. Impacts would not be cumulatively considerable.

Design features under both Scenarios 3 and 4, including standard fugitive dust (PM₁₀) control measures, would reduce the incremental contribution to cumulative air quality impacts to below a level of significance. The other cumulative projects listed above would be required to implement similar measures to control emissions, including PM₁₀. Impacts would not be cumulatively considerable.

Similarly, if any of the cumulative projects identified in Table 4-1 have construction schedules which coincide with the off-site improvements, the limited duration and equipment use would ensure that intersection improvement would not contribute to a cumulatively considerable impact associated with emissions during construction.

Operation

Section 3.2, Air Quality, evaluated potential impacts under each scenario in the buildout condition (i.e., the cumulative condition). The buildout VMTs under Scenarios 1, 3, and 4 are greater than the buildout VMTs when compared to certain baselines. However, the net increases in emissions are less than the SCAQMD significance thresholds for operation. Therefore, cumulative air quality impacts due to operation of Scenarios 1, 3, and 4 would be less than significant.

The buildout VMTs under Scenario 2 are less than the buildout VMTs when compared to the Gates Closed baseline. This decrease in VMT results in a decrease in emissions in the buildout condition. Because emissions would decrease, cumulative air quality impacts due to operation under Scenario 2 would also be less than significant.

Sensitive Receptors

The modeled CO concentrations at buildout (i.e., the cumulative condition) under each scenario would be below the state standards. Thus, cumulative CO hot spot impacts to sensitive receptors under buildout of Scenarios 1–4 would be less than significant.

Odors

Scenarios 1–4 would not create a new odor source and thus would not contribute to cumulative operational odor impacts. Scenarios 1 and 2 would not generate objectionable odors because no major construction activities would be required. Minor construction activities associated with off-site improvements under all scenarios would not generate objectionable odors.

Under Scenarios 3 and 4, potential odor emitters during construction activities include asphalt paving and the use of architectural coatings and solvents. Cumulative projects identified in Table 4-1 that would be constructing at the same time as the Project would be required to comply with mandatory SCAQMD regulations, such as Rules 1108 and 1113 which limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents. As such, potential cumulative construction odor impacts under Scenarios 3 and 4 would be less than significant.

4.3 Biological Resources

No construction or ground-disturbing activities would occur under Scenarios 1 and 2; short-term construction activities associated with off-site improvements would also not result in any impacts to biological resources. Thus, no cumulative impacts associated with biological resources would occur. Scenarios 3 and 4 are discussed below.

Special Status Species

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on conservation of species and their associated habitats in Western Riverside County. For projects that impact special status species, cumulative impacts are mitigated through compliance with the MSHCP. Both Scenarios 3 and 4 would be consistent with the MSHCP. Cumulative projects identified in Table 4-1 are similarly required to comply with the Western Riverside County MSHCP. Therefore, compliance with the Western Riverside County MSHCP would ensure that neither scenario would contribute to a cumulatively significant impact.

In order to ensure that construction does not result in direct or indirect impacts to nesting raptors or other species protected by the Migratory Bird Treaty Act (MBTA), both scenarios would be required to implement mitigation. Other cumulative projects would similarly be required to avoid direct impacts to nesting birds through implementation of mitigation measures; thus, Scenarios 3 and 4 would not contribute to a cumulative impact.

Riparian/Wetland Communities

The construction and operation of Scenarios 3 and 4 would temporarily and permanently impact southern willow scrub and jurisdictional resources. Temporary and permanent impacts to southern willow scrub and jurisdictional waters would be mitigated through wetland creation and restoration or enhancement. With mitigation, the net effect of either scenario on riparian/riverine areas would be functionally equivalent or superior to the existing conditions. Neither scenario would contribute a cumulative impact to jurisdictional resources. Other cumulative projects would be similarly be required by the regulatory agencies (U.S. Army Corps of Engineers, California Department of Fish and Game, and Regional Water Quality Control Board) to ensure that no net loss occurs to riparian/wetland communities.

Wildlife Corridors

The roadways associated with Scenarios 3 and 4 are proposed in an area surrounded by residential development, outside of a designated wildlife corridor. While smaller mammals and other wildlife that typically use the Alessandro Arroyo may temporarily cease to use this corridor during construction, there would be no significant, permanent

impacts to this wildlife movement corridor. The Proposed C Street under Scenario 4 only would also not be located in a wildlife movement corridor due to the level of development and lack of open natural space and related features such as drainages. Impacts from the road construction would also be less than significant. Because neither scenario would impact a wildlife corridor associated with the MSHCP, no cumulative impact would occur.

4.4 Cultural/Paleontological Resources

No construction or ground-disturbing activities would occur under Scenarios 1 and 2; construction activities in developed areas associated with off-site improvements would also not result in any direct impacts to historical, archaeological, or paleontological resources. Thus, no cumulative impacts would occur. Scenarios 3 and 4 are discussed below.

Historical Resources

Historical resources are non-renewable; therefore, any direct impact would contribute to a cumulative loss. No historical resources are located within the Arroyo or Eastern Project Impact Areas (PIAs) under Scenario 3. Therefore, this scenario would not contribute to the potential cumulative loss of historical resources, and no impact would occur.

As addressed in Section 3.4 of this DEIR, impacts to the Gage Canal, a historical resource, would be less than significant. Other cumulative projects that have the potential to impact the Gage Canal would similarly be required to demonstrate how they would not alter characteristics of the canal, which define its significance.

The improvements to Victoria Avenue necessitated by the construction of the Proposed C Street under Scenario 4 would result in significant and unavoidable direct impacts. Design considerations and mitigation would be implemented; however, these would not reduce impacts to a level that is less than significant. Changes to Victoria would remain significant.

Thirteen of the cumulative projects shown on Figure 4-1 are located in the western portion of the project vicinity, within proximity to Victoria Avenue, a historical resource. Because Scenario 4 would result in significant direct impacts to a historical resource, cumulative impacts under this scenario would also be considered **cumulatively considerable** due to the fact that this scenario would contribute to the loss of historical resources within the Project vicinity.

Archaeological Resources

Archaeological resources are important for prehistoric or historic information that may be recovered. Construction of Scenarios 3 and 4 have the potential to impact unknown subsurface cultural resources as well as one known resource. Implementation of the mitigation measures outlined in Section 3.4 would reduce potential direct impacts to the known and to unknown archaeological resources to below a level of significance. Furthermore, all cumulative projects within the Project vicinity would be required to implement similar mitigation measures, relative to archaeological resources, to reduce the potential cumulative loss of important archaeological resources to below a level of significance.

Paleontological Resources

Under Scenario 3, the connection of Overlook Parkway over the Alessandro Arroyo is located in a low paleontological sensitivity area; therefore, both direct and cumulative impacts would be less than significant.

Under Scenario 4, the Proposed C Street alignment would be located in an area of high paleontological sensitivity. Mitigation measures have been identified that require collection, recordation, and documentation of any significant resources if paleontological resources are encountered during construction. All cumulative projects within the Project vicinity would be required to implement similar mitigation, and, therefore, the Project would not contribute to the cumulative considerable loss of paleontological resources.

Religious/Sacred Uses and Human Remains

Scenarios 3 and 4 include ground-disturbing activity, and therefore, could adversely affect unknown human remains. Conformance to the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) would also be required for all cumulative projects; therefore no cumulatively considerable impact would result.

4.5 Hydrology/Water Quality

No construction or ground-disturbing activities would occur under Scenarios 1 or 2, and construction activities associated with off-site improvements would also not adversely impact water quality, deplete groundwater, or alter existing drainage patterns as to increase runoff or create flood hazards on-site or downstream. No cumulative impacts would occur. Scenarios 3 and 4 are discussed below.

Water Quality Standards/Runoff

All development projects within the City (including the cumulative projects in Table 4-1) are required to adhere to the Construction General Permit, which would ensure that new development would not violate any water quality standards or create or contribute runoff water, which would exceed the capacity of storm water drainage systems. Therefore, Scenarios 3 and 4 would not contribute to a cumulatively considerable impact relative to water quality or runoff.

Groundwater

Scenarios 3 and 4 involve construction of new roadways, which may involve construction dewatering. This activity is permitted and regulated pursuant to the City's Municipal Separate Storm Sewer System (MS4) Permit. The permit requirements include notification to the SARWQCB prior to any discharges, specific effluent limitations of the flow to ensure compliance with water quality standards and monitoring and reporting of the discharge activity. Other cumulative projects that require construction dewatering would similarly be required to comply with these regulations. Furthermore, the groundwater extracted is not within one of the basins the City relies on for water supply. Overall, neither scenario would contribute to the loss of groundwater; thus, cumulative impacts would be less than significant.

Drainage Patterns

Proposed roadways under Scenarios 3 and 4 include storm drain facilities and would not substantially alter existing drainage patterns. Similar to other cumulative development projects, the proposed Project would comply with water quality standards (i.e., implementation of a Storm Water Pollution Prevention Plan (SWPPP), Construction Site Monitoring Program (CSMP), and operational Best Management Practices (BMPs) that would ensure that erosion does not occur either on- or off-site. Development under Scenarios 3 and 4, in conjunction with other cumulative projects, would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on- or off-site. Because implementation of required water quality design measures would preclude increases in pollutant discharge, runoff, or siltation during or following construction, the Project would not contribute to any cumulatively considerable hydrologic effects in the Project vicinity.

4.6 Energy Use and Conservation

Electrical Power

Under Scenario 1, no change would occur in the existing utility lines. As detailed in Section 3.11, mitigation is required to automate the gates in order for emergency personnel to quickly open them. Electric power would be required in order to automate the new gates; however, this would not be an amount of energy that is cumulatively considerable.

Under Scenario 2, no change would occur in the existing utility lines. No changes in electric power would occur. Under Scenarios 3 and 4, gas and electric power lines would be extended from the existing terminus of Overlook Parkway, west of Alessandro Arroyo. In addition, under Scenario 4, utility line improvements would be installed during construction of the Proposed C Street. The extension of utility lines would not result in an increase in demand of electricity or gas. No cumulatively considerable energy impacts associated within the installation of utility lines under Scenarios 3 or 4 would occur.

Fuel

Scenarios 1, 3, and 4 would result in a slight increase in fuel consumption due to the increase in VMT. Regulations at the state and federal level are in place to increase the fuel efficiency of vehicles and reduce impacts associated with fuel consumption over time; therefore, impacts would be less than significant, and would not be cumulatively considerable. Scenario 2 would not result in an increase in fuel consumption due to the increase in VMT.

Although construction of roadway improvements in Scenarios 3 and 4, along with cumulative development projects, would involve construction equipment that uses diesel fuel and worker vehicles that use gasoline, short-term consumption during construction activities would not result in an excessive use of fuel or other forms of energy. A small amount of fuel would be used during the construction activities associated with traffic mitigation measures under all scenarios, such as signalization and restriping; however, this would not be an amount of energy that is cumulatively considerable.

4.7 Geology and Soils

No construction or ground-disturbing activities would occur under Scenarios 1 or 2. Thus, no geological impacts—specifically related to seismic hazards, soil erosion, geological stability, or expansive soils—would occur. Off-site improvements, such as signalizing intersections or adding turn lanes, would similarly have no impacts related to geology. No cumulative impacts would occur under Scenarios 1 or 2. Scenarios 3 and 4 are discussed below.

Seismic Hazards/Geologic Stability

As with most of southern California, all cumulative development projects, including the roadways proposed under Scenarios 3 and 4, have the potential to be affected by strong ground shaking and associated seismic hazards as a result of their proximity to nearby active fault zones. Similar to other development projects within the Project vicinity, the fill crossing and bridge would be required to meet specifications of the Caltrans Highway Design Manual and Bridge Design Specifications, along with additional standard roadway design features used by the City. The cumulative projects identified in Figure 4-1, along with other future development projects, would be subject to similar engineering measures and standards. Therefore, activities associated with Scenarios 3 and 4 would not result in cumulatively considerable impacts to seismic hazards or geologic stability.

Soil Erosion

Under Scenarios 3 and 4, compliance with existing regulations, such as the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, and design recommendations, such as unsuitable soil removal and compaction requirements, would ensure erosion impacts would be less than significant. Other cumulative development projects would be subject to existing regulations and design features. Therefore, activities associated with Scenarios 3 and 4 would not result in cumulatively considerable impacts to soil erosion.

4.8 Greenhouse Gases

Global climate change is, by its nature, a cumulative issue. Greenhouse gas (GHG) emissions are exclusively cumulative (i.e., there generally cannot be an individual project of sufficient magnitude to influence climate change itself); any impact below is therefore considered a cumulatively considerable impact. Section 3.8 of this DEIR provides a detailed assessment of the Project in relation to GHG emissions and compares it to a conservative threshold of 1,400 MTCO₂E per year. The analysis in Section 3.8 took into account statewide measures aimed at reducing vehicle emissions. Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project.

Both Scenarios 1 and 3 would result in net increases in emissions that are greater than 1,400 metric tons of CO₂ equivalent (MTCO₂E) in year 2020 and at buildout (i.e., the cumulative condition). Therefore, the significant and unavoidable impact identified under Scenarios 1 and 3 would also be considered **cumulatively considerable**.

Scenario 2 would result in a decrease in emissions at buildout; thus, cumulative GHG impacts would be less than significant. Impacts under Scenario 4 at buildout would be less than the applicable 1,400 MTCO₂E; thus, cumulative GHG impacts would be less than significant.

4.9 Land Use and Aesthetics

Consistency with Policies, Plans, and Regulations

As a general rule, projects that are consistent and compatible with surrounding land uses should not result in land use impacts. Scenarios 1–4 would not involve any changes in land use designations or zoning.

If a scenario is inconsistent with a plan or land use regulation, it does not by itself constitute a significant environmental impact. The plan inconsistency would have to result in or relate to a significant environmental (i.e., physical) impact in order to be considered significant pursuant to CEQA. Past projects have contributed, and planned/future projects would contribute, to localized and regional effects on air quality, greenhouse gases, biological and cultural resources, and traffic as a result of land uses. Each scenario's direct contribution to these effects is evaluated in Section 3.0 of this EIR. Policy inconsistencies would occur under all four scenarios. However, these inconsistencies would not result in additional indirect impacts not already identified in Sections 3.4, 3.8, 3.10, 3.11, and 3.12 of the DEIR, and cumulative impacts under the corresponding issue in this section.

Scenic Resources

Scenarios 1 and 2 do not include any improvements and would not result in cumulatively considerable impacts relative to visual character/light and glare; scenic resources and vistas, or habitat conservation plan consistency.

Implementation of Scenarios 3 and 4 has the potential to result in adverse changes to scenic resources, including the Alessandro Arroyo and Overlook Parkway. None of the cumulative projects shown on Figure 4-1 are located within proximity of the Alessandro Arroyo or along the Overlook Parkway corridor. This scenario would include the appropriate aesthetic measures have been incorporated into the design of the roadway in accordance with its designation as a “scenic boulevard” and “parkway,” and impacts to scenic resources would be less than significant and would not be cumulatively considerable.

The Proposed C Street under Scenario 4 would include a roadway, along with new volumes of traffic within a predominantly agricultural area. The Proposed C Street would therefore result in significant impacts associated with both visual character and light and glare. No viable mitigation for this impact exists. Because the greenbelt protections under Proposition R and Measure C would remain in place with or without development of this scenario, no other changes in intensity of land use or development are anticipated within the Greenbelt; therefore, impacts associated with Scenario 4 would not contribute to a cumulative considerable impact to visual character.

4.10 Noise

The noise analysis conducted for this Project used cumulative traffic volumes identified for area roads in the Traffic Impact Analysis (TIA). As such, the noise analysis provides a cumulative analysis relative to vehicular noise as well, as presented in Section 3.10. Each scenario would affect vehicular traffic patterns on new and existing roadway segments in the Project vicinity. None of the scenarios would create any new permanent stationary sources that would increase the ambient noise environment. However, a permanent increase in ambient noise levels would result from the change in traffic patterns on roadways in the Project vicinity, as discussed below.

Traffic Noise Exposure

Under Scenario 1 at buildout (i.e., the cumulative condition), traffic noise levels would be less than the 65 CNEL standard at all potentially impacted roadway segments. Cumulative impacts due to Scenario 1 would be less than significant.

Under Scenario 2 at buildout (i.e., the cumulative condition), existing walls along Overlook Parkway would reduce noise levels to 65 CNEL or less. Therefore, cumulative traffic noise impacts would be less than significant.

Both Scenarios 3 and 4 would result in a cumulative traffic noise impact to sensitive receivers located along Washington Street and Madison Street. No feasible mitigation exists to reduce this impact. Impacts would be **cumulatively considerable**.

Construction Noise Exposure

No construction or ground-disturbing activities would occur under Scenarios 1 or 2. Intersection improvements would be required as mitigation in several areas under all four scenarios, as identified in Section 3.11, Transportation/Traffic. Cumulative projects have been identified in the vicinity of these improvements (see Table 4-1). The intersection improvements anticipated, such as adding new or additional right- or left-turn lanes, roadway restriping, and installation of the traffic signal, would not require the use of heavy construction equipment. Therefore, construction noise due to off-site

improvements under all four scenarios in conjunction with cumulative projects would not contribute a cumulatively considerable impact.

Scenarios 3 and 4 would involve the construction of new roadways. Cumulative projects have been identified in the general vicinity of these improvements that would also require construction (see Table 4-1). As required by Section 7.35.010 of the Riverside Municipal Code (RMC), construction activities under Scenarios 3 and 4 would not occur between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, between 5:00 P.M. and 8:00 A.M. on Saturday, or at any time on Sunday or federal holidays except for emergency work or by variance. Other cumulative projects would similarly be required to limit construction noise to these times.

Construction noise levels under Scenarios 3 and 4 would not exceed 75 A-weighted decibels average sound level [dB(A) L_{eq}]. Additionally, this analysis takes into account that construction equipment would operate consistently throughout the day. In actuality, construction equipment noise would be intermittent and there would be worker breaks throughout the day. Similarly, cumulative projects would be subject to Section 7.25.010 (A)(5) of the RMC, which defines exterior noise limits. Further, cumulative development projects are not within a proximity to the roadways associated with Scenarios 3 and 4 that would result in noise levels exceeding standards if operating simultaneously (see Figure 4-1). Thus, Scenarios 3 and 4 would not result in cumulatively considerable construction noise impacts.

4.11 Transportation/Traffic

Cumulative transportation/traffic impacts are divided into several issue areas, including Circulation System, Congestion Management Plan, Emergency Access, Traffic Hazards, and Alternative Transportation Systems. A brief overview of each issue area is provided below, followed by an analysis of each scenario's contribution to potential cumulative impacts in relation to each issue.

Circulation System

Section 3.11 provides a detailed analysis of cumulative traffic impacts in 2035 for intersections and roadway links located within the study area. In analyzing buildout of the City in 2035, it is apparent that intersections and roadway links would meet or exceed their capacity. Each scenario would result in significant and unavoidable cumulative impacts to intersections and roadway links, as summarized below in Table 4-2.

**TABLE 4-2
SIGNIFICANT AND UNAVOIDABLE CUMULATIVE TRAFFIC IMPACTS
YEAR 2035**

	Intersections		Roadway Links	
	Gates Closed	Gates Open	Gates Closed	Gates Open
Scenario 1	n/a	4	n/a	8
Scenario 2	6	n/a	6	n/a
Scenario 3	5	5	5	5
Scenario 4	4	3	5	5

Thus, cumulative traffic impacts under Scenarios 1–4 would be **cumulatively considerable**.

Congestion Management Plan

As discussed in Section 3.11, the County of Riverside Congestion Management Plan (CMP) has an adopted minimum standard of level of service (LOS) E for roadways. CMP facilities within the study area include Arlington Avenue and Alessandro Boulevard. Each scenario would result in significant and unavoidable cumulative impacts to CMP intersections and roadway links, as summarized below in Table 4-3.

**TABLE 4-3
SIGNIFICANT AND UNAVOIDABLE CUMULATIVE TRAFFIC IMPACTS
TO CMP FACILITIES**

	CMP Intersections	CMP Roadway Links
Scenario 1	0	2
Scenario 2	2	3
Scenario 3	1	2
Scenario 4	1	2

Thus, cumulative traffic impacts to CMP facilities under Scenarios 1–4 would be **cumulatively considerable**.

Alternative Transportation Systems

Cumulative projects that are subject to CEQA are subject to analysis in regards to the provision of alternative transportation facilities, such as bus stops, bike routes, etc. Although Scenarios 1 and 2 do not provide connections which allow for the near-term implementation of bicycle paths and additional routes for transit, they do not preclude facilities from being constructed in the future to comply with alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan. Similarly, other development projects that are not exempt from CEQA would be required to provide an analysis related to alternative transportation systems to ensure that they do not pose a conflict with alternative transportation policies. Scenarios 3 and 4 would not conflict with

alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan, as Overlook Parkway would be connected easterly to Alessandro Boulevard, thus creating new pedestrian and bicycle linkages as called for in each plan. Additionally, the connection to Alessandro Boulevard would also provide additional access for transit riders, as there are two bus routes that run along Alessandro Boulevard. Cumulatively, other development projects that are not exempt from CEQA would be required to provide an analysis related to alternative transportation systems and demonstrate conformance to alternative transportation policies and providing connections which balance modes of transportation in the Project vicinity; therefore, a cumulatively considerable impact would not result.

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