



City of Arts & Innovation

Public Works Department

Final Mitigated Negative Declaration

AGENDA ITEM NO.:

WARD: 1

1. **Case Number:** **P16-0828**
2. **Project Title:** Pedestrian Mall Extension, Main Street Riverside
3. **Hearing Date:** **March 28, 2017**
4. **Lead Agency:** City of Riverside
3900 Main Street
Riverside, CA 92522
5. **Contact Person:** Stephanie Tang, Senior Planner
Phone Number: (951) 826-3965
6. **Project Location:** Main Street between Tenth Street and Eleventh Street
7. **Project Applicant/Project Sponsor's Name and Address:**
City of Riverside
Public Works Department, Engineering Division
Edward Lara, P.E.
3900 Main Street
Riverside, CA 92522
8. **General Plan Designation:** N/A – Public right-of-way.
9. **Zoning:** N/A – Public right-of-way.
10. **Background:**

On October 26, 1965, the City Council adopted Resolution No. 10393 to establish Main Street as a pedestrian mall from Sixth Street to Tenth Street, pursuant to the Pedestrian Mall Law of 1960. This pedestrian mall excluded Mission Inn Avenue and University Avenue.

On January 16, 2007, the City Council adopted Ordinance No. 6929 amending the boundaries of the Pedestrian Mall to re-establish Ninth Street as a two-lane public roadway between Market Street and Orange Street in order to enhance downtown traffic circulation. The roadway work was completed in conjunction with the Pedestrian Mall rehabilitation project which was completed in June 2010.

On December 20, 2016, the City Council adopted Resolution No. 23131 declaring its intention to establish and extend the Pedestrian Mall known as Main Street Riverside, from Tenth Street to Eleventh Street.

11. Description of Project:

Proposal by the City of Riverside to repurpose Main Street, between Tenth Street and Eleventh Street, as an extension of the existing Pedestrian Mall and to provide for improved walkability and connectivity between the Justice Center and the Raincross District in the downtown area. The project boundary generally encompasses the limits of the existing curb and gutter on both sides of Main Street to the existing edges of pavement located on the south side of Tenth Street and the north side of Eleventh Street. The proposed project includes reconstructing approximately 25,000 square feet of the project area flush with the sidewalk. The depth for excavation is up to two feet. New curb and gutter with pedestrian ramps will be constructed along Main Street at Tenth Street and Eleventh Street. This segment of the roadway will be designed to restrict (i.e., bollards) vehicular access. Implementation of the proposed project will result in the elimination of 45 parking stalls including the removal of one disabled parking stall. Two disabled parking stalls in compliance with the Americans with Disabilities (ADA), including van accessibility, will be provided adjacent to the Riverside County Superior Court along Orange Street near Tenth Street and two timed parking stalls will be provided adjacent to Provident Bank along Tenth Street. Additionally, the existing loading zone on Tenth Street southeast of Main Street will be relocated further east near the steps and ADA ramp to the Courthouse. With the relocation of the existing loading zone, approximately two metered parking stalls along Tenth Street near Main Street will be provided. The City will also provide approximately 32 public parking stalls in the parking structure located on the southwest corner of Orange and Ninth Streets to provide the Courthouse visitors additional parking options.

The proposed improvements generally include grading with storm drain facilities as necessary to replace the existing paved surface with colored asphalt consistent with the color scheme of the existing Pedestrian Mall; providing decorative seating with umbrellas for an informal public communal dining area; and installation of additional lighting and landscape. Other improvements include the construction of utility infrastructure as necessary for temporary special event uses. The existing parkways including the concrete sidewalk, light fixtures, and landscape areas will remain (see Figures 1 through 3).

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

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Right-of-way	N/A – Public right-of-way	N/A – Public right-of-way
North	Tenth Street and Riverside City Hall across the street	DSP – Downtown Specific Plan	DSP-RC SP-CR – Downtown Specific Plan-Raincross District – Cultural Resources Overlay Zones
East	Riverside County Superior Court	DSP – Downtown Specific Plan	DSP-JC SP-CR – Downtown Specific Plan-Justice Center – Cultural Resources Overlay Zones
South	Eleventh Street and the U.S. District Court Judge and Riverside Hall of Justice across the street	DSP – Downtown Specific Plan	DSP-JC SP-CR – Downtown Specific Plan-Justice Center – Cultural Resources Overlay Zones

West	Provident Bank, vacant land, and Riverside County office building	DSP – Downtown Specific Plan	DSP-JC SP-CR – Downtown Specific Plan-Justice Center – Cultural Resources Overlay Zones
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13. Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreement.):

None.

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

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. Zoning Code, Title 19
- d. Cultural Resources, Title 20

15. Acronyms

AB -	Assembly Bill
AQMP -	Air Quality Management Plan
BMPs -	Best Management Practices
CARB -	California Air Resources Board
CAAQS -	California Ambient Air Quality Standards
CalEEMod -	California Emissions Estimator Model
CEQA -	California Environmental Quality Act
CO -	Carbon Monoxide
DOC	Department of Conservation
EIC -	Eastern Information Center
EPA -	Environmental Protection Agency
FEMA -	Federal Emergency Management Agency
GHG -	Green House Gas
GP 2025 -	General Plan 2025
HCM -	Highway Capacity Manual
LOS -	Level of service
LST -	Localized significant threshold
MLD -	Most Likely Descendent
MRZ -	Mineral Resource Zone
MSHCP -	Multiple Species Habitat Conservation Plan
MT CH ₄ -	metric tons methane
MT CO ₂ -	metric tons carbon dioxide
MT CO ₂ E -	metric tons of carbon dioxide equivalent
MT N ₂ O -	metric tons nitrous oxide
NAAQS -	National Ambient Air Quality Standards
NAHC -	Native American Heritage Commission
NO ₂ -	Nitrogen dioxide
NO _x -	Oxides of Nitrogen
O ₃ -	Ozone
PM _{2.5} -	Particular matter with a diameter less than or equal to 2.5 microns
PM ₁₀ -	Particular matter with a diameter less than or equal to 10 microns
PRC -	Public Resource Code
RCP -	Reinforced concrete pipe

RTA - Riverside Transit Agency
 RTP - Regional Transportation Plan
 RWQCB - Regional Water Quality Control Board
 RWQCP- Regional Water Quality Control Plant
 SCAB - South Coast Air Basin
 SCAG - Southern California Association of Governments
 SCAQMD - South Coast Air Quality Management District
 SO_x - Sulfur dioxide
 TIA - Traffic Impact Analysis
 VHFSZ - Very High Fire Severity Zone
 VOCs - volatile organic compounds

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

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

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

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

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



Signature _____

Date _____

Printed Name & Title _____

For City of Riverside



City of Arts & Innovation

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Planning Division

Environmental Initial Study

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</p> <p>No Impact. There are no scenic vistas visible from the project site. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. Additionally, the project area is located within an urbanized area surrounded by existing development. Therefore, the project will have no impact directly, indirectly, or cumulatively to a scenic vista. 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>1b. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, City of Riverside, 2007-General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City's Urban Forest Tree Policy Manual, Title 20 – Cultural Resources, CADME, and Caltrans 2011 – California Scenic Highway Mapping System)</p> <p>No Impact. There are no scenic highways located near the project site. The project site is located approximately 0.7 mile south of Magnolia Avenue which is designated as a 120-foot arterial, Parkway, Scenic, and Special Boulevard in the GP 2025. Existing development immediately west, northwest, and southwest of the project site block views of the site from Magnolia Avenue. There are no rock outcroppings or protected trees within view of this proposed project so no impacts to these resources are expected. Although there are existing historic buildings to the east, west, and south of the project site, these buildings are not located within a state scenic highway and none of the structures are being altered. The scope of the project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the existing Pedestrian Mall. Therefore, the proposed project will have no impact directly, indirectly or cumulatively to scenic resources within a state scenic highway. No mitigation is required.</p>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1c. Response: (Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines, Mission Inn Historic District, and Downtown Specific Plan)</p> <p>Less Than Significant Impact. The proposed project is located within an urbanized area surrounded by existing development. The project site currently consist of sidewalks, parkway, street parking, and roadway with ornamental landscape and utilities poles. The proposed project would involve reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall. The proposed improvements generally include grading with storm drain facilities as necessary to replace the existing paved surface with colored asphalt consistent with the color scheme of the existing pedestrian mall; providing decorative seating with umbrellas; installation of additional lighting and landscape; and utility infrastructure improvements. The existing parkways including the concrete sidewalk, light fixtures, and landscape areas will remain. Construction activities would introduce the use of heavy machinery such as graders, tractors, loaders, and/or backhoes. Construction activities would require the presence of construction workers, equipment and vehicles within the project site; however, activities would not be permanent. Once construction is completed, vehicles would be limited along the project site to emergency vehicles. Since construction activities would be temporary and the visual character of the site would change from asphalt and vehicles to colored asphalt, pedestrians, landscape, and other features similar to that of the existing Pedestrian Mall, no substantial degradation of views will occur. Therefore, the proposed project will have a less than significant impact directly, indirectly or cumulatively on the existing visual character or quality of the site and surrounding area. 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 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>1d. Response: <i>(Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines, Downtown Specific Plan, and Mission Inn Historic District)</i></p> <p>No Impact. The project site is already an illuminated area. Currently, there are sources of nighttime light and glare from street lights, building mounted lights, and vehicular lights. New sources of light and glare may be present during project construction, but would be temporary and would cease upon construction completion. The proposed lighting on the project site would include lighting similar to that of the existing Pedestrian Mall. The proposed lighting would be directed, oriented, and shielded to prevent lighting from shining onto adjacent properties. Since light and glare from vehicles (with the exception of lights from emergency vehicles trying to access the site) would not occur due to the restriction of vehicular use along this segment and since any additional lighting would be shielded and directed downwards to prevent light spillage onto adjacent properties, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, the proposed project will have no impact directly, indirectly or cumulatively to light and glare. No mitigation is required.</p>				
<p>2. AGRICULTURE AND FOREST RESOURCES:</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>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2a. Response: <i>(Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability, and Department of Conservation 2016a)</i></p> <p>No Impact. The project site is a public right-of-way. The project site is designated “Urban and Built-Up Land” by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program and as depicted in Figure OS-2, Agricultural Suitability, in the GP 2025. Since the site is already developed with sidewalks, parkway, and roadway and is not located on any Farmland designations, no conversion of Farmland to non-agricultural use would occur. Therefore, the project will have no impact directly, indirectly or cumulatively to Farmland. No mitigation is required.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2b. Response: <i>(Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, and Department of Conservation 2016b)</i></p> <p>No Impact. The project site is a public right-of-way; thus, the site is not zoned for agricultural use. According to the DOC's Williamson Act map and Figure OS-3, Williamson Act Preserves, in the GP 2025, there are no Williamson Act contracts on the project site. Therefore, the project will have no impact directly, indirectly, or cumulatively to agricultural use or Williamson Act contract lands. 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
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"/>
2c. Response: (Source: GIS Map – Forest Data) No Impact. The project site is a public right-of-way. No forest land, timberland, or Timberland Production areas (as defined in the Public Resources Codes 12220(g) and 4526 or Government Code 51104(g)) are located within or adjacent to the project site. Therefore, no impacts will occur from this project directly, indirectly or cumulatively to forest land, timberland, or Timberland Production. No mitigation is required.				
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"/>
2d. Response: (Source: GIS Map – Forest Data) No Impact. The project site is a public right-of-way and contains no forest land. Therefore, no impacts will occur from this project directly, indirectly or cumulatively to forest land. No mitigation is required.				
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"/>
2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, GIS Map – Forest Data; and Department of Conservation 2016a) No Impact. The project site is a public right-of-way. The project site is designated “Urban and Built-Up Land” by the DOC Farmland Mapping and Monitoring Program and as depicted in Figure OS-2, Agricultural Suitability, in the GP 2025. Since the site is already developed with sidewalks, parkway, and roadway and is not located on any Farmland designations or forest land, no conversion of Farmland to non-agricultural or forest land to non-forest use would occur. Therefore, no impacts will occur from this project directly, indirectly or cumulatively to conversion of Farmland to non-agricultural use or to the loss of forest land. No mitigation is required.				
3. AIR QUALITY.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3a. Response: (Source: South Coast Air Quality Management District 2013) Less Than Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The proposed project is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD), which is the local agency responsible for administration and enforcement of air quality regulations for the area. In December 2012, the SCAQMD adopted a 2012 Final Air Quality Management Plan (AQMP) that is designed to meet applicable federal and state requirements for ozone (O ₃) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM _{2.5}). The 2012 AQMP was approved by the California Air Resources Board (CARB) on January 25, 2013, and is being reviewed by the U.S. Environmental Protection Agency (EPA). Emissions that would result from stationary and area sources during operation under the proposed project may be subject to SCAQMD rules and regulations.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The 2012 AQMP demonstrates attainment of the federal 24-hour PM_{2.5} standard by 2014 in the SCAB through adoption of all feasible measures and accommodates planned growth in the SCAB. Based on general plans for cities and counties in the SCAB, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for their 2012 Regional Transportation Plan (RTP) were used in the 2012 AQMP. The 2012 AQMP reduction and control measures, which are outlined to mitigate emissions, are based on existing and projected land use and development.</p> <p>Projects are considered consistent with the AQMP, and would not conflict with or obstruct implementation of it, if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP. No new growth will occur as the proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall. As such, the proposed project is consistent with the development envisioned in the GP 2025 and SCAG's growth projections anticipated in SCAQMD's 2012 AQMP since the site will remain a public right-of-way after implementation of the proposed project. Therefore, the project will have a less than significant impact directly, indirectly and cumulatively to the implementation of an air quality plan. No mitigation is required.</p>				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3b. Response: <i>(Source: General Plan 2025 FPEIR Table 5.3-B, SCAQMD 2015, SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District 2013, and CalEEMod Version 2016.3.1; Appendix A)</i></p> <p>Less Than Significant Impact. Project-generated construction emissions would be less than the SCAQMD significance thresholds.</p> <p>SCAB Attainment Designation. An area is designated as attainment when it is in compliance with the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS). These standards are set by the EPA and CARB, respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. The criteria pollutants of primary concern that are considered in this air quality assessment include O₃, nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter with a diameter less than or equal to 10 microns (PM₁₀), and PM_{2.5}. Although there are no ambient standards for volatile organic compounds (VOCs) or oxides of nitrogen (NO_x), they are important as precursors to O₃.</p> <p>The SCAB has been designated as federal nonattainment area for O₃ and PM_{2.5} and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. The nonattainment status is the result of cumulative emissions from various sources of these air pollutants and their precursors within the SCAB including motor vehicles, off-road equipment, commercial, and industrial facilities. Construction and operation of the proposed project would generate VOC and NO_x emissions (which are precursors to O₃), and emissions of PM₁₀ and PM_{2.5}.</p> <p>SCAQMD Thresholds. The SCAQMD CEQA Air Quality Handbook sets forth quantitative emission significance thresholds for criteria air pollutants below which a project would not have a significant impact on ambient air quality. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance threshold presented in Table 3-1, SCAQMD Air Quality Significance Thresholds, would be exceeded. The emission-based thresholds for O₃ precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O₃ impacts to occur) because O₃ itself is not emitted directly, and the effects of an individual project's emissions of O₃ precursors (VOC and NO_x) on O₃ levels in ambient air cannot be determined through air quality models or other quantitative methods.</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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**Table 3-1
SCAQMD Air Quality Significance Thresholds**

Pollutant	Construction
<i>Criteria Pollutants Mass Daily Thresholds</i>	
VOCs	75 lb/day
NO _x	100 lb/day
CO	550 lb/day
SO _x	150 lb/day
PM ₁₀	150 lb/day
PM _{2.5}	55 lb/day

Source: SCAQMD 2015.

Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; lb/day = pounds per day; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; TAC = toxic air contaminant; NO₂ = nitrogen dioxide; ppm = parts per million; µg/m³ = micrograms per cubic meter.

Construction Emissions. Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Pollutant emissions associated with temporary construction activity were quantified using the California Emissions Estimator Model (CalEEMod), Version 2016.3.1. Construction emissions were calculated for the estimated worst-case day over the construction period. Default values provided by the program were used where detailed project information was not available.

It is anticipated that construction of the proposed project would commence July 2017 and would last approximately 3 weeks. Construction would involve site preparation, grading, and paving. The construction equipment mix and estimated hours of equipment operation per day used for the air emissions modeling of the proposed project are shown in Table 3-2, Construction Scenario Assumptions. For this analysis, it was assumed that heavy construction equipment would be used 5 days a week during project construction.

In addition to construction equipment operation and worker trips, emissions from hauling trucks (i.e., dump trucks) and vendor trucks (i.e., delivery trucks) were estimated based on CalEEMod defaults. Dump truck trips were assumed to be required during site preparation to transport the removal of existing pavement, and vendor trucks transporting materials were assumed during the grading and paving phases. Estimated daily worker and vendor trips and total estimated haul truck trips are provided in Appendix A.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 3-2
Construction Scenario Assumptions**

Construction Phase	Equipment		
	Type	Quantity	Hours/Day
Site Preparation	Graders	1	8
	Tractors/Loaders/Backhoes	1	8
Grading	Concrete/Industrial Saws	1	8
	Rubber Tired Dozers	1	8
	Tractors/Loaders/Backhoes	2	6
Paving	Cement and Mortar Mixers	1	6
	Pavers	1	7
	Rollers	1	7
	Tractors/Loaders/Backhoes	1	7

Source: Appendix A.

Implementation of the proposed project would generate construction-related air pollutant emissions from two general activity categories: entrained dust, and vehicle emissions. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. The project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during site preparation and grading activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites approximately two times daily, depending on weather conditions. Internal combustion engines used by construction equipment and hauling trucks (dump trucks), vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of NO_x, VOC, CO, PM₁₀, and PM_{2.5}.

Table 3-3, Estimated Unmitigated Maximum Daily Construction Emissions, presents the estimated maximum unmitigated daily construction emissions generated during construction of the proposed project.

**Table 3-3
Estimated Unmitigated Maximum Daily Construction Emissions**

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	<i>pounds per day</i>					
Year 2017	2.36	22.37	12.57	0.02	7.45	4.57
SCAQMD pollutant threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Source: See Appendix A for complete results.

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

These estimates reflect compliance with SCAQMD Rule 403.

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter

Maximum daily emissions NO_x would occur during the grading phase as a result of off-road equipment operation and on-road haul trucks. Fugitive dust and off-road equipment emissions during the grading phase would generate the maximum daily PM₁₀ and PM_{2.5} emissions. As shown in Table 3-3, daily construction emissions would not exceed the SCAQMD significance thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} during construction. Furthermore, construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Operational Emissions. The proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall. Implementation of the proposed project would restrict vehicular access along this segment and no buildings are proposed as part of the project. The proposed project would not generate additional vehicular trips; rather, vehicles would be redirected onto existing surrounding roadways, thereby emitting similar mobile source emissions into the surrounding environment compared to existing conditions.</p> <p>Therefore, the project will result in a less than significant impact directly, indirectly, and cumulatively to ambient air quality and will not contribute to an existing air quality violation. No mitigation is required.</p>				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3c. Response: (Source: SCAQMD – Final Localized Significance Threshold Methodology, and CalEEMod Version 2016.3.1)</p> <p>Less Than Significant Impact. As stated previously, the SCAB has been designated as federal nonattainment area for O₃ and PM_{2.5} and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. The nonattainment status is the result of cumulative emissions from various sources of these air pollutants and their precursors within the SCAB including motor vehicles, off-road equipment, commercial, and industrial facilities. Construction and operation of the proposed project would generate VOC and NO_x emissions (which are precursors to O₃), and emissions of PM₁₀ and PM_{2.5}. As indicated in Table 3-3, the construction emissions from the proposed project would not exceed SCAQMD significance thresholds.</p> <p>The proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall. Implementation of the proposed project would restrict vehicular access along this segment and no buildings are proposed as part of the project. The proposed project would not generate additional vehicular trips; rather, vehicles would be redirected onto existing surrounding roadways, thereby emitting similar mobile source emissions into the surrounding environment compared to existing conditions. Furthermore, the project would not conflict with the SCAQMD 2012 AQMP, which addresses the cumulative emissions in the SCAB. Accordingly, the proposed project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants. Cumulative air quality emissions impacts would be considered less than significant directly, indirectly, and cumulatively. No mitigation is required.</p>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3d. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District 2013, CalEEMod Version 2016.3.1)</p> <p>Less Than Significant Impact. The SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significant threshold (LST) analysis. Sensitive receptors include but are not limited to residential land uses, schools, open space and parks, recreational facilities, hospitals, resident care facilities, day care facilities, or other facilities that may house individuals with health conditions that would be affected by poor air quality. The nearest off-site sensitive receptor to the proposed construction activities would be White Park, located approximately 525 feet northwest of the project site. For purposes of this LST analysis, it was assumed that the area of construction site would be 1 acre and the sensitive receptors would be located within 100 meters (approximately 328 feet) of construction activity. The impacts were analyzed using methods consistent with those in the SCAQMD Final LST Methodology for Source Receptor Area 23 (Metropolitan Riverside County). The LST thresholds for sensitive receptors located 100 meters (approximately 328 feet) for a 1 acre site is shown on Table 3-4, Localized Significance Threshold Analysis for Construction Emissions, and compared to the maximum daily on-site construction emissions of these pollutants.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact																				
<p align="center">Table 3-4</p> <p align="center">Localized Significance Thresholds Analysis for Construction Emissions</p> <table border="1"> <thead> <tr> <th>Pollutant</th> <th>Maximum Construction Emissions (pounds/day)</th> <th>LST Criteria (pounds/day)</th> <th>Exceeds LST?</th> </tr> </thead> <tbody> <tr> <td>NO₂</td> <td align="center">22</td> <td align="center">212</td> <td align="center">No</td> </tr> <tr> <td>CO</td> <td align="center">12</td> <td align="center">1,746</td> <td align="center">No</td> </tr> <tr> <td>PM₁₀</td> <td align="center">4</td> <td align="center">30</td> <td align="center">No</td> </tr> <tr> <td>PM_{2.5}</td> <td align="center">3</td> <td align="center">8</td> <td align="center">No</td> </tr> </tbody> </table> <p>Source: See Appendix A for complete results.</p> <p>Notes: The values shown are the maximum summer or winter daily emissions results from CalEEMod rounded to the nearest pound. NO_x = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter</p> <p>As shown in Table 3-4, construction activities would not generate emissions in excess of site-specific LSTs, and impacts to sensitive receptors in the vicinity of the project site would be less than significant directly, indirectly, or cumulatively. No mitigation is required.</p>					Pollutant	Maximum Construction Emissions (pounds/day)	LST Criteria (pounds/day)	Exceeds LST?	NO ₂	22	212	No	CO	12	1,746	No	PM ₁₀	4	30	No	PM _{2.5}	3	8	No
Pollutant	Maximum Construction Emissions (pounds/day)	LST Criteria (pounds/day)	Exceeds LST?																					
NO ₂	22	212	No																					
CO	12	1,746	No																					
PM ₁₀	4	30	No																					
PM _{2.5}	3	8	No																					
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																				
<p>3e. Response:</p> <p>Less Than Significant Impact. Construction of the proposed project would result in the emission of diesel fumes and other odors typically associated with construction activities. These compounds would be emitted in varying amounts on campus site, depending on where construction activities were occurring. Construction of the proposed project would use typical construction techniques in compliance with SCAQMD rules. Odors are highest near the source and would quickly dissipate off site. Any odors associated with construction activities would be temporary and would cease upon project completion.</p> <p>Land uses and industrial operations that typically are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding operations. The proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall and would not result in the creation of a land use that is commonly associated with odors. Therefore, the project will not cause objectionable odors affecting a substantial number of people and a less than significant impact directly, indirectly and cumulatively will occur. No mitigation measure is required.</p>																								
<p>4. BIOLOGICAL RESOURCES.</p> <p>Would the project:</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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																				
<p>4a. Response: (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, and Figure 5.4-8 – MSHCP Burrowing Owl Survey Area)</p> <p>No Impact. The project site is located on a previously developed/improved public right-of-way within an urbanized area. A search of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) database and other appropriate</p>																								

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
databases identified no potential for candidate, sensitive or special status species; suitable habitat for such species on site; Federal Species of Concern, California Species of Special Concern; and California Species Animal or Plants on lists 1-4 of the California Native Plant Society (CNPS) Inventory. Therefore, the project will have no impact directly, indirectly, or cumulatively on habitat modifications, species identified as a candidate, sensitive, or special status species in local or regional plans, and policies or regulations of the California Department of Fish and Game or U.S. Fish and Wildlife Service. No mitigation is required.				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4b. Response: <i>(Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, and MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)</i> No Impact. The project is located on a previously developed/improved public right-of-way within an urbanized area where no riparian habitat or other sensitive natural community exists on site or within proximity to the project site. Therefore, the project will have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service directly, indirectly, or cumulatively. No mitigation is required.				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4c. Response: <i>(Source: City of Riverside GIS/CADME USGS Quad Map Layer)</i> No Impact. The project is located on a previously developed/improved public right-of-way within an urbanized area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on site or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include United States Army Corps of Engineers jurisdictional drainages or wetlands. Therefore, the proposed project would have no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly, or cumulatively. No mitigation is required.				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4d. Response: <i>(Source: MSHCP, and General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage)</i> No Impact. The project site is not located within any MSHCP Criteria Cells, Cores, or Linkages. The project is located on a previously developed/improved public right-of-way within an urbanized area and will not result in a barrier to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the project will have no impact to wildlife movement directly, indirectly, or cumulatively. No mitigation is required.				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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>4e. Response: <i>(Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, and City of Riverside Urban Forest Tree Policy Manual)</i></p> <p>No Impact. The proposed project is located within a public right-of-way and involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall. The project will include additional landscape which will be similar to those currently in place in the Pedestrian Mall and will not conflict with any tree preservation policy of ordinance. Therefore, the project will have no impact directly, indirectly, or cumulatively local policies or ordinances protecting biological resources. No mitigation is required.</p>				
<p>f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4f. Response: <i>(Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)</i></p> <p>No Impact. The project site is on a previously developed/improved public right-of-way within an urbanized area. The project is subject to compliance with the Western Riverside MSHCP because the City is a Permittee to the MSHCP. The project site is not located in an area subject to Cell Criteria under the MSHCP, and therefore has no conservation requirements toward building out the MSHCP Reserve. Therefore, the project will have no impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>5. CULTURAL RESOURCES. Would the project:</p>				
<p>a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>5a. Response: <i>(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Title 20 of the Riverside Municipal Code, and Cultural Resources Assessment prepared by LSA (Appendix B))</i></p> <p>No Impact. The project site is partially located within the Mission Inn Historic District. However, the project site is an existing public right-of-way developed with sidewalks, parkway, roadway, and associated landscape and utility poles. A Cultural Resources Assessment was prepared by LSA dated April 2016 (revised February 2017). As part of the Cultural Resources Assessment, a records search was conducted at the Eastern Information Center (EIC) on January 21, 2016. The EIC noted one cultural resource within the study area and six cultural resources in the surrounding one-block radius. These resources included four historic-period commercial buildings, one historic water conveyance canal, and two historic-period refuse deposits (both of which have been destroyed) (refer to Table A of Appendix B). The proposed project will not impact the cultural resources mentioned above as they are not located within the project site. The existing historic-period streetlights, street trees, and sidewalks on both sides of Main Street along the project site will be protected and preserved in place. As such, no historic resources exist as defined in Section 15064.5 of the CEQA Guidelines. Therefore, no impacts directly, indirectly and cumulatively to historical resources are expected. No mitigation is required.</p>				
<p>b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>5b. Response: <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Cultural Resources Assessment prepared by LSA (Appendix B))</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Less Than Significant with Mitigation Incorporated. According to the GP 2025 FPEIR, the project site is within an unknown archaeological sensitivity area. To determine if archaeological resources are located in the project area, LSA conducted a reconnaissance pedestrian survey of the site and surrounding area on January 7, 2016. No exposed soil surface was observed on site or the surrounding area during the time of the reconnaissance pedestrian survey by LSA. The project site has been graded and is currently developed with a public right-of-way. However, based on the background research by LSA during preparation of the Cultural Report (Appendix B), the presence of several cultural resources have been documented within one block of the study area. Construction activities may go approximately 10 inches into the native soils in order to make Main Street flush with the sidewalk. Because the proximity of cultural resources indicates a high sensitivity for subsurface archaeological resources and construction activities would go approximately 10 inches into native soils, to ensure archaeological resources are not adversely impacted, Mitigation Measure CUL-1 (MM CUL-1) and MM-CUL-2 shall be implemented during earth-disturbing activities.</p> <p><u>Mitigation Measures</u></p> <p>MM CUL-1: Archaeological Monitoring: Prior to earth-disturbing activities, the City shall hire a qualified archaeologist to monitor the project site. In the event archaeological resources are identified during earthmoving activities, further work in the area should be halted until the nature and significance of the find can be assessed by a qualified archaeologist.</p> <p>MM CUL-2: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and 2. Treatment and Final Disposition: The City shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The City shall relinquish the artifacts through one or more of the following methods: <ol style="list-style-type: none"> a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging and basic recordation have been completed. b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation. c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default. <p>Native American and Tribal Consultation. In accordance with Assembly Bill (AB) 52, agency-to-agency consultation by the City was conducted on November 22, 2016 by sending a formal notice to inform California Native American tribes that have requested to be notified of projects within a geographic area, traditionally and culturally affiliated to the Tribes. To date, six Tribal responses (Morongo Band of Mission Indians, San Manuel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Rincon Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, and Soboba Band of Luiseño Indians) have been received. The Morongo Band of Mission Indians included standard conditions related to inadvertent discovery of human remains (potential impacts related to human remains discussed under Threshold 5d below) and inadvertent discovery of cultural resources. The project will be required to comply with all state and local laws pertaining</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>to the inadvertent discovery of human remains and cultural resources. The Soboba Band of Luiseño Indians and Gabrieleno Band of Mission Indians – Kizh Nation requested consultation pursuant to AB 52. Teleconference with both tribes took place on January 12, 2017. Based on consultation with the Soboba Band of Luiseño Indians, no further comments was requested by the tribe. The Gabrieleno Band of Mission Indians – Kizh Nation requested monitoring if any native soils were to be disturbed. Construction activities may go approximately 10 inches into the native soils in order to make Main Street flush with the sidewalk. Tribes who have expressed interest in the project will be notified prior to ground disturbing activities and may be present during any ground disturbance. Based on the above discussion, the project will have a less than significant impact with mitigation incorporated directly, indirectly and cumulatively to an archeological resource or tribal cultural resource.</p>				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5c. Response: <i>(Source: General Plan 2025 Policy HP-1.3)</i></p> <p>Less Than Significant Impact. The project site has been graded and is currently developed with a public right-of-way. Therefore, the proposed project does not anticipate destroying any paleontological resource or unique geologic feature, given the disturbed nature of the site. No known paleontological resources have been found on site during any past development. In the unlikely event paleontological resources are discovered during construction activities, in accordance with GP 2025, the City shall protect sites of archaeological and paleontological significance and ensure compliance with all applicable state and federal cultural resources protection and management laws. As such, the proposed project will have a less than significant impact directly or indirectly to a unique paleontological resource or site or unique geologic feature. No mitigation is required.</p>				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5d. Response: <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)</i></p> <p>Less Than Significant Impact. The site is not known to be an informal/formal cemetery. The project site has been graded and is currently developed with a public right-of-way. Due to past grading activities on the project site, it is highly unlikely that human remains are present. In the unlikely event that human remains are discovered, 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 prehistoric, the County coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent (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. Since the project will have to comply with state and local laws related to inadvertent discovery of human remains, the project will have a less than significant impact to human remains directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>6. GEOLOGY AND SOILS. Would the project:</p>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6i. Response: <i>(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones; Department of Conservation 2015)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Less Than Significant Impact. Seismic activity is to be expected in Southern California; however, the project site is not located within an Alquist-Priolo zone. The project site does not contain any known fault lines and the potential for fault rupture or seismic shaking is low. The proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall, and will be constructed with proper engineering design to ensure impacts related to exposure of people to potential substantial adverse effects, including the risk of loss, injury, or death involving an earthquake fault are reduced to less than significant levels directly, indirectly, or cumulatively. No mitigation is required.</p>				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6ii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones)</p> <p>Less Than Significant Impact. According to PS-1 of the GP 2025, the nearest fault zones include the San Jacinto Fault Zone, located northeast of the City’s limits, and the Elsinore Fault Zone, located southwest of the City’s Sphere of Influence. The proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall, and will be constructed with proper engineering design to ensure impacts related to exposure of people to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking are reduced to less than significant levels directly, indirectly, or 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>6iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 Figure PS-3 – Soils with High Shrink-Swell Potential)</p> <p>Less Than Significant Impact. Figure PS-2 of the GP 2025 indicates that the project site is located in an area with low potential for liquefaction. The proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall, and will be constructed with proper engineering design to ensure impacts related to exposure of people to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, are reduced to less than significant levels directly, indirectly, or cumulatively. No mitigation is required.</p>				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope)</p> <p>No Impact. Figure 5.6-1 of the GP 2025 FPEIR indicates that the project site and surrounding area are located on land identified as having a 0% to 10% slope. The project site has been previously excavated, filled, graded, and leveled and is developed with a public right-of-way. Therefore, there will be no impact related to landslides directly, indirectly, or cumulatively. No mitigation is required.</p>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, and Title 17 – Grading Code)</p> <p>Less Than Significant Impact. The proposed project involves excavating 25,000 square feet of existing roadway asphalt pavement and base material, concrete curb and gutter, and subgrade soil to reconstruct the surface and repurpose Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall. During the grading and paving phases of construction, disturbance of soil by heavy construction equipment could result in soil erosion or loss of topsoil. Best management practices (BMPs) will be implemented during project construction to prevent pollutants from contacting stormwater and control erosion and sedimentation. Area inlets will be provided throughout the pedestrian mall extension and will connect to an existing 12-inch reinforced concrete pipe (RCP) along Eleventh Street. The drainage pattern between Tenth Street and Eleventh Street will slightly be modified in regards to how runoff is collected, however no modifications will be made as to the runoff quantity generated or the discharge location into the City’s existing drainage system. Existing landscaped areas along the parkway will remain. Therefore, there is a less than significant impact related to soil erosion or the loss of topsoil directly, indirectly, or cumulatively. No mitigation is required.</p>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and	<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
potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
6c. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Appendix E – Geotechnical Report)				
<p>Less Than Significant Impact. According to PS-1 of the GP 2025, the nearest fault zones include the San Jacinto Fault Zone, located northeast of the City’s limits, and the Elsinore Fault Zone, located southwest of the City’s Sphere of Influence. Figure PS-2 of the GP 2025 indicates that the project site is located in an area with low potential for liquefaction. Figure PS-3 of the GP 2025 indicates that the project site is not located in an area with soils identified as having a high shrink-swell potential. The project site is not located in an area with steep slopes that could result in a landslide, as indicated on Figure 5.6-1 of the GP 2025 FPEIR. Therefore, the project site is not considered to be susceptible or located on a site that is unstable. The proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall, and will be constructed with proper engineering design to ensure impacts related to landslide, lateral spreading, subsidence, liquefaction, or collapse are reduced to less than significant levels directly, indirectly, or cumulatively. No mitigation is required.</p>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6d. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, General Plan 2025 Figure PS-3 – Soils with High Shrink-Swell Potential)				
<p>No Impact. Soils containing high clay content often exhibit a relatively high potential to expand when saturated and to contract when dried out. The project site does not contain clay soils. Figure PS-3 of the GP 2025 indicates that the project site is not located in an area with soils that have a high shrink-well potential. Therefore, there will be no impact related to expansive soils that would create substantial risks to life or property directly, indirectly, or cumulatively. No mitigation is required.</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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6e. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, CADME)				
<p>No Impact. No septic tanks exist on the project site. There is an existing 6-inch vitrified clay pipe (VCP) along Main Street and an existing 15-inch VCP along Eleventh Street, however both sewer lines are located outside the limits of disturbance and will not be impacted. Therefore, there will be no impact related to waste water directly, indirectly, or cumulatively. No mitigation is required.</p>				
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7a. Response: (Source: CalEEMod Version 2016.3.1, Appendix A)				
<p>Less Than Significant Impact. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases (GHG). There are currently no established thresholds for assessing whether the GHG emissions of a project in the SCAB are significant. While the proposed project would result in emissions of GHGs during construction and operation, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate. However, it is generally believed that an individual project is of insufficient magnitude by itself to</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
influence climate change or result in a substantial contribution to the global GHG inventory, as scientific uncertainty regarding the significance of a project's individual and cumulative effects on global climate change remains.				
<p>Construction GHG Emissions. Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road haul trucks, on-road vendor trucks, and worker vehicles. The SCAQMD has not proposed or adopted relevant quantitative GHG thresholds for construction-generated emissions. Nonetheless, GHG emissions generated during construction of the proposed project are included in this assessment for disclosure purposes.</p>				
<p>CalEEMod was used to calculate the proposed project's annual GHG emissions. The GHG emissions are expressed in units of metric tons of carbon dioxide equivalent (MT CO₂E). On-site sources of GHG emissions include off-road equipment and off-site sources include hauling and vendor trucks and worker vehicles. Table 7-1, Estimated Annual Construction Greenhouse Gas Emissions, presents construction emissions for the proposed project from on-site and off-site emission sources.</p>				
<p style="text-align: center;">Table 7-1 Estimated Annual Construction Greenhouse Gas Emissions</p>				
	MT CO ₂	MT CH ₄	MT N ₂ O	MT CO ₂ E
Year 2017	9.76	0.00	0.00	9.82
Source: See Appendix A for complete results.				
Notes: MT CO ₂ – metric tons carbon dioxide; MT CH ₄ – metric tons methane; MT N ₂ O – metric tons nitrous oxide; MT CO ₂ E – metric tons carbon dioxide equivalent				
<p>As shown in Table 7-1, the estimated total GHG emissions during construction of the project would be 9.82 MT CO₂E. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the proposed project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.</p>				
<p>Project operation. In general, operational GHG emissions are generated through motor vehicle trips to project land uses; energy use (natural gas and generation of electricity consumed by the project); generation of electricity associated with water supply, treatment, and distribution of wastewater treatment; and GHGs generated by solid waste disposal. The project involves the repurposing Main Street, between Tenth Street and Eleventh Street, for the extension of the Pedestrian Mall. Electrical infrastructure will be included as part of the project for temporary events similar to that of the existing Pedestrian Mall (i.e., Festival of Lights activities). The project will include trash cans throughout the Pedestrian Mall extension resulting a minimal increase related to waste. Since the project is not a use that would result in population and employment increase and is not expected to generate substantial emissions related to vehicle trips, energy use, wastewater, and solid waste, the project have a less than significant impact related to generating GHG emissions that would be significant to the environment directly, indirectly, or cumulative. No mitigation is required.</p>				
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7b. Response: (CNRA 2009)				
<p>Less Than Significant Impact. The project site is an existing public right-of-way and will remain a public right-of-way after repurposing Main Street, between Tenth Street and Eleventh Street, for the extension of the Pedestrian Mall. No additional vehicle trips would occur as a result of the proposed project. Rather, vehicles that would travel pass this segment would be circulating around surrounding roadways. The project will include trash cans throughout the Pedestrian Mall extension. All non-hazardous solid waste generated from the project site once operational (such as plastic and glass bottles and jars, paper, newspaper, metal containers) would be recycled to the greatest extent possible, with the goal of 75%, in compliance with the Integrated Waste Management Act. Therefore, the project will not conflict with any applicable plan,</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
policy or regulation related to the reduction in the emissions of GHG and thus a less than significant impact will occur directly, indirectly and cumulatively in this regard. No mitigation is required.				
8. HAZARDS & HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8a. Response: <i>(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</i></p> <p>Less Than Significant Impact. Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents would be used during construction of the proposed project. These materials would be transported and handled in accordance with all federal, state, and local laws including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the CCR, which describes strict regulations for the safe transportation of hazardous materials. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. Implementation of the proposed project would restrict vehicular access. Thus, no hazardous materials will be stored on site during project operation. Therefore, there will be a less than significant impact related to routine transport, use, or disposal of hazardous materials directly, indirectly, or cumulatively. No mitigation is required.</p>				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8b. Response: <i>(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</i></p> <p>Less Than Significant Impact. Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents would be used during construction of the proposed project. Accidental spills, leaks, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated, which would result in a significant impact. Accident prevention and containment are the responsibility of the construction contractors, and provisions to properly manage hazardous substances and waste are typically included in construction specifications. All construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials, would be removed to a waste facility to treat, store, or dispose of such materials. Additionally, these materials would be transported and handled in accordance with all federal, state, and local laws including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the CCR, which describes strict regulations for the safe transportation of hazardous materials. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. Implementation of the proposed project would restrict vehicular access. Thus, no hazardous materials will be stored on site during project operation. Therefore, there will be a less than significant impact related to accidental release of hazardous materials into the environment directly, indirectly, or cumulatively. No mitigation is required.</p>				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8c. Response: <i>(Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, Figure 5.13-4 – Other School District Boundaries, California Health and Safety Code, Title 49 of the Code of Federal Regulations, and California Building Code)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>No Impact. There are twois one schools within one-quarter mile of the project sitean existing school. Riverside County Community School is located approximately 0.2 mile southwest of the project site and <u>Encore Charter School is located approximately 0.1 mile north of the project site</u>. However, the project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. Additionally, implementation of the proposed project would restrict vehicular access. Thus, no hazardous materials will be stored on site or transported off-site during project operation. Consequently, the proposed project does not involve handling of any hazardous materials, substances or waste and will have no impact regarding emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8d. Response: (Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information, Figure 5.7-C – DTSC EnviroStor Database Listed Sites, and Department of Toxic Substances Control 2007)</p> <p>No Impact. A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have no impact to creating any significant hazard to the public or environment directly, indirectly or 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 for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8e. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), and Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))</p> <p>No Impact. The project site is located approximately 1.8 miles southeast of Flabob Airport. However, the project site is not located within the Flabob Airport land use compatibility plan or any other airport land use compatibility plan. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. No buildings are being proposed as part of the project; thus, the proposed project will result in no impact related to safety hazard for people residing or working in the project area directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)</p> <p>No Impact. There are no private airstrips in the project vicinity. Therefore, the proposed project will result in no impact related to safety hazard for people residing or working in the project area directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8g. Response: (Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Less Than Significant Impact. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. This segment of the roadway will be designed to restrict (i.e., bollards) vehicular access. However, emergency vehicles would still be able to access this segment by the removal of the bollards. As part of the project's construction, a temporary street closure to emergency vehicles on Main Street, between Tenth Street and Eleventh Street will be necessary for the Pedestrian Mall extension. Emergency vehicles would be able to access the businesses along the project site via Tenth Street or Eleventh Street. Any street closure to emergency vehicles will be of short duration so as not to interfere or impede with any emergency response or evacuation plan. Therefore, the project will have a less than significant impact directly, indirectly and cumulatively to an emergency response or evacuation plan. No mitigation is required.</p>				
<p>h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8h. Response: (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside's EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM's Strategic Plan)</p> <p>No Impact. The proposed project is located in an urbanized area where no wildlands exist and the property is no located within a Very High Fire Severity Zone (VHFSZ) or adjacent to wildland areas or a VHFSZ; therefore no impact regarding wildland fires either directly, indirectly or cumulatively from this project will occur. No mitigation is required.</p>				
<p>9. HYDROLOGY AND WATER QUALITY. Would the project:</p>				
<p>a. Violate any water quality standards or waste discharge requirements?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9a. Response: (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water)</p> <p>Less Than Significant Impact. The project site is currently developed with close to 100% of impervious surface, with the exception of landscaped areas. 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. The project would incorporate source-control BMPs designed to control stormwater runoff contamination during construction activities. Upon construction completion, vehicular access and street parking would be eliminated along Main Street, between Tenth Street and Eleventh Street, thereby reducing the amount of oil and grease from vehicles along this roadway segment. As such, the project will have a less than significant impact related to water quality standards or waste discharge requirements directly, indirectly, or cumulatively. No mitigation is required.</p>				
<p>b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9b. Response: (Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU Map of Water Supply Basins, RPU Urban Water Management Plan)</p> <p>No Impact. The project site is located on a previously developed/improved public right-of-way within an urbanized area. The proposed project includes reconstruction of approximately 25,000 square feet of Main Street in order to make the project area flush with the existing sidewalks. The existing parkways including landscaped areas will remain. Implementation of the proposed project would not interfere with groundwater recharge since there would be no loss of land available for groundwater recharge as the project would not decrease pervious surfaces. Therefore, the project will have no impact related</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
to substantially depleting groundwater supplies or interfere substantially with groundwater recharge directly, indirectly, or cumulatively. No mitigation is required.				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9c. Response: (Source: Project Specific – Best Management Practices)				
<p>Less Than Significant Impact. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. The runoff occurring from the existing Main Street cross-section is currently conveyed towards the sides of the street into the existing curb and gutter and flows towards Eleventh street into catch basins and subsequently into an existing 12-inch RCP within Eleventh Street. The proposed project includes reconstruction of approximately 25,000 square feet of Main Street in order to make the project area flush with the existing sidewalks with runoff being conveyed along the centerline of Main Street. Area inlets will be provided throughout the pedestrian mall extension and will still connect to the existing 12-inch RCP along Eleventh Street. The drainage pattern between Tenth Street and Eleventh Street will slightly be modified in regards to how runoff is collected, however no modifications will be made as to the runoff quantity generated or the discharge location into the City's existing drainage system. There are no stream or river on or near the project site. Due to the generally flat terrain in the vicinity of the project site, there is a very low chance that the proposed project would produce substantial erosion or siltation. Therefore, the project will have a less than significant impact related to substantially altering the existing drainage pattern of the site or area that would result in substantial erosion or siltation on- or off-site directly, indirectly, or cumulative. No mitigation is required.</p>				
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9d. Response: (Source: Project Specific – Best Management Practices)				
<p>Less Than Significant Impact. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. The runoff occurring from the existing Main Street cross-section is currently conveyed towards the sides of the street into the existing curb and gutter and flows towards Eleventh street into catch basins and subsequently into an existing 12-inch RCP within Eleventh Street. The proposed project includes reconstruction of approximately 25,000 square feet of Main Street in order to make the project area flush with the existing sidewalks. Area inlets will be provided throughout the pedestrian mall extension and will still connect to the existing 12-inch RCP along Eleventh Street. The drainage pattern between Tenth Street and Eleventh Street will slightly be modified in regards to how runoff is collected, however no modifications will be made as to the runoff quantity generated or the discharge location into the City's existing drainage system. There are no stream or river on or near the project site. Therefore, the project will have a less than significant impact related to substantially altering the existing drainage pattern of the site or area or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site directly, indirectly, or cumulatively. No mitigation is required.</p>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9e. Response: (Source: Project Specific – Best Management Practices)				
<p>Less Than Significant Impact. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. Area inlets will be provided throughout the pedestrian mall extension and will connect to an existing 12-inch RCP along Eleventh Street. The drainage pattern between Tenth and Eleventh will slightly be modified in regards to how runoff is collected, however no modifications will be made as to the runoff quantity generated or the discharge location into the City's existing drainage system. Implementation of the project would result in little change in the post-development surface runoff quantities; thus, existing infrastructure will have adequate capacity to capture runoff from implementation of the project. BMPs will be implemented to reduce/eliminate</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
adverse water quality impacts resulting from development. Furthermore, the development does not cause adverse water quality impacts, pursuant to its Municipal Separate Storm System (MS4) permit. Therefore, the project will have less than significant impacts related to contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems directly, indirectly, or cumulative. No mitigation is required.				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9f. Response: (Source: Project Specific – Best Management Practices)				
<p>No Impact. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. The proposed project includes reconstructing approximately 25,000 square feet of the project area flush with the sidewalk with runoff being conveyed along the centerline of Main Street. Implementation of the project would result in similar amount of impervious surface area compared to current conditions. New curb and gutter will be constructed along Main Street at Tenth Street and Eleventh Street. BMPs will be implemented to reduce/eliminate adverse water quality impacts resulting from development. Furthermore, the development does not cause adverse water quality impacts, pursuant to its MS4 permit. Therefore, no impacts related to degrading water quality directly, indirectly and cumulatively will occur. No mitigation is required.</p>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9g. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and U.S. Department of Homeland Security. n.d.)</p>				
<p>No Impact. The proposed project would involve reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall. No housing is proposed as part of the project. The project site is not located within or near a 100-year flood hazard area. Additionally, the project site is not located within a Federal Emergency Management Agency (FEMA) flood map boundary. Therefore, there will be no impact caused by this project directly, indirectly or cumulatively as it will not place housing within a 100-year flood hazard area. No mitigation is required.</p>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9h. Response: (Source: General Plan 2025 FPEIR Figure 5.8-2 – Flood Hazard Areas)</p>				
<p>No Impact. The proposed project would involve reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall. No buildings are proposed as part of the project. The project site is not located within or near a 100-year flood hazard area. Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and no impact will occur directly, indirectly or cumulatively. No mitigation is required.</p>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9i. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and U.S. Department of Homeland Security. n.d.)</p>				
<p>No Impact. The proposed project would involve reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall. No buildings are proposed as part of the project. The project site is not located within or near a flood hazard area or within a dam inundation area. Additionally, the project site is not located within a FEMA flood map boundary. Therefore, the project will not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. As such, no impact directly, indirectly, or cumulatively will occur. No mitigation is required.</p>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9j. Response: (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>No Impact. The project site is located approximately one mile south of Lake Evans, which is an area likely to be subject to seiche. Because Lake Evans is surrounded by park area and directly outlets into the Santa Ana River, the damage related to a seiche in Lake Evans is less than significant. The project site is located approximately 40 miles inland from the Pacific Ocean and at an elevation of around 850 feet above mean sea level. Due to the distance and elevation of the site, the potential risk of a tsunami affecting the site is low. The project site is located near the Santa Ana River, which is not subject to significant mudflows since there are no slopes or mountainous areas that would contribute to mudflow risks. As such, there will be no impact directly, indirectly or cumulatively related to inundation by seiche, tsunami, or mudflow. No mitigation is required.</p>				
10. LAND USE AND PLANNING:				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10a. Response: <i>(Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)</i></p>				
<p>No Impact. The project site is on a previously developed/improved public right-of-way within an urbanized area surrounded by Riverside City Hall to the north; Riverside County Superior Court to the east; U.S. District Court Judge and Riverside Hall of Justice to the south; and Provident Bank, vacant land, and Riverside County office building to the west. The proposed project involves repurposing Main Street, between Tenth Street and Eleventh Street, as an extension of the Pedestrian Mall. Thus, the proposed project does not involve the subdivision of land or the creation of streets that could alter the existing surrounding pattern of development or an established community. Therefore, no impact directly, indirectly or cumulatively to an established community will occur. No mitigation is required.</p>				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10b. Response: <i>(Source: General Plan 2025 Figure LU-10 – Land Use Policy Map, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code)</i></p>				
<p>No Impact. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. Thus, this project will have no impact on an applicable land use plan, policy or regulation directly, indirectly or cumulatively. No mitigation is required.</p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10c. Response: <i>(Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens’ Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)</i></p>				
<p>No Impact. The project site is on a previously developed/improved public right-of-way within an urbanized area. The project is subject to compliance with the Western Riverside MSHCP because the City is a Permittee to the MSHCP. The project site is not located in an area subject to Cell Criteria under the MSHCP, and therefore has no conservation requirements toward building out the MSHCP Reserve. Therefore, the project will have no impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan directly, indirectly, or cumulatively. 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
11. MINERAL RESOURCES. 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"/>
11a. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources) No Impact. The project lies within Mineral Resource Zone 3 (MRZ-3) as depicted on Figure OS-1 of the GP 2025, indicating that the area contains known or inferred mineral occurrences of undetermined mineral resources significance. However, the project site has been previously disturbed and developed with a street and associated improvements. No mineral resources have been identified on the project site and there is no historical use of the site or surrounding area for mineral extraction purposes. Therefore, the project will have no impact on mineral resources either 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"/>
11b. Response: (Source: General Plan 2025 Figure – OS-1 – Mineral Resources) No Impact. See Response 11a above. Therefore, the project will have no impact on the loss of availability of a locally-important mineral resource recovery site either directly, indirectly, or cumulatively. No mitigation is required.				
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12a. Response: (Source: Title 7 – Noise Code, and Traffic Impact Analysis: Main Street Pedestrian Mall Extension prepared by City of Riverside Public Works Department: Traffic Division in December 2016 (Appendix C)) Less Than Significant Impact. During project construction activities, the proposed project would result in a temporary increase in noise levels due to the use of construction equipment. However, <u>demolition activities of the existing street improvements will be limited to weekdays after 3:00 p.m., after Court business has concluded, and on Saturdays when the Court is closed. All other</u> construction activities would occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays. No construction activities would occur on Sundays or on a federal holiday. Thus, the project would be in compliance with Section 7.35.020.G of the Municipal Code which allows noise sources associated with construction to be exempt provided that construction activities occur within the hours mentioned above. During project operation, the closure of Main Street, between Tenth Street and Eleventh Street, would restrict vehicular access along this segment for the extension of the Pedestrian Mall. Consequently, noises associated from vehicles would be reduced along this segment (i.e., opening and shutting of doors, starting engines, vehicle pass-bys). New sources of noise would be introduced along the project area including conversation and temporary activities similar to those from the existing Main Street Pedestrian Mall. The proposed project is not a use that would generate additional traffic volume. However, long-term noise sources from the redistribution of trips onto surrounding roadways would result in a slight increase in vehicular noise; however, traffic volumes would need to more than double the baseline volume to increase the traffic noise by 5 dBA before any noticeable change in community response would be expected. Because the redistribution of traffic onto surrounding roadways would contribute to a small percentage increase, the noise level increase along all surrounding roadways would be less than 5 dBA and would not be discernible to the human ear in an outdoor environment. Additionally, no sensitive receptors are located within				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
proximity to the project area. Therefore, impacts are less than significant 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.				
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12b. Response: <i>(Source: FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, and Caltrans 2013 - Transportation and Construction Vibration Guidance Manual)</i>				
<p>Less Than Significant Impact. The heavier pieces of construction equipment used at this site include rubber tired dozers, graders, pavers, and water trucks. Groundborne vibration information related to construction activities has been collected by the California Department of Transportation (Caltrans) (Caltrans 2013). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inch/second begin to cause annoyance. Vibration is very subjective, and some people may be annoyed at continuous vibration levels near the level of perception. Groundborne vibration is typically attenuated over short distances (typically on the order of 25 feet). The closest sensitive receptor (White Park) to the construction areas would be located approximately 525 feet from the construction area. At this distance and with the anticipated construction equipment, the peak particle velocity is estimated to be less than 0.01 inches/second at 525 feet, which would be well below 0.1 inches/second at the closest sensitive receptor mentioned above. Furthermore, construction activities are not anticipated to result in continuous vibration levels that typically annoy people. Construction activities does not involve blasting or pile driving events that would generate perceptible groundborne vibration. Therefore, impacts are less than significant related to groundborne vibration and groundborne noise levels either directly, indirectly or cumulatively. No mitigation is required.</p>				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12c. Response: <i>(Source: Title 7 – Noise Code, and Traffic Impact Analysis: Main Street Pedestrian Mall Extension prepared by City of Riverside Public Works Department: Traffic Division in December 2016 (Appendix C))</i>				
<p>Less Than Significant Impact. During project operation, the closure of Main Street, between Tenth Street and Eleventh Street, would restrict vehicular access along this segment for the extension of the Pedestrian Mall. Consequently, noises associated from vehicles would be reduced along this segment (i.e., opening and shutting of doors, starting engines, vehicle pass-bys). New sources of noise would be introduced along the project area including conversation and temporary activities similar to those from the existing Pedestrian Mall.</p>				
<p>The proposed project is not a use that would generate additional traffic volume. However, long-term noise sources from the redistribution of trips onto surrounding roadways would result in a slight increase in vehicular noise; however, traffic volumes would need to more than double the baseline volume to increase the traffic noise by 5 dBA before any noticeable change in community response would be expected. Because the redistribution of traffic onto surrounding roadways along with cumulative scenario would not contribute to a doubling of vehicle trips along the studied roadways as discussed under Transportation and Traffic later in this document, the noise level increase along all surrounding roadways would be less than 5 dBA and would not be discernible to the human ear in an outdoor environment. Additionally, no sensitive receptors are located within proximity to the project area. Therefore, impacts are less than significant 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>				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12d. Response: <i>(Source: Title 7 – Noise Code)</i>				
<p>No Impact. During project construction activities, the proposed project would result in a temporary increase in noise levels due to the use of construction equipment. However, <u>demolition activities of the existing street improvements will be limited to weekdays after 3:00 p.m., after Court business has concluded, and on Saturdays when the Court is closed. All other construction activities would occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays. No construction activities would occur on Sundays or on a federal holiday. Thus, the project would be in compliance with Section 7.35.020.G of the Municipal Code which allows noise sources</u></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
associated with construction to be exempt provided that construction activities occur within the hours mentioned above. Therefore, no impact to temporary or periodic increase in ambient noise levels in the project vicinity will occur due to the project directly, indirectly or cumulatively. No mitigation is required.				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12e. Response: (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP) <p>No Impact. The project site is located approximately 1.8 miles southeast of Flabob Airport. However, the project site is not located within the Flabob Airport land use compatibility plan or any other airport land use compatibility plan. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. No buildings are being proposed as part of the project; thus, the proposed project will result in no impact related to exposing people residing or working in the project area to excessive noise levels directly, indirectly, or cumulatively. No mitigation is required.</p>				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP) <p>No Impact. There are no private airstrips in the project vicinity. Therefore, the proposed project will result in no impact related to exposing people residing or working in the project area to excessive noise levels directly, indirectly, or cumulatively. No mitigation is required.</p>				
13. POPULATION AND HOUSING.				
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13a. Response: (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>No Impact. The proposed project would involve reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall. No housing is being proposed with this project; therefore, the proposed project will not generate population growth. Existing infrastructure systems are adequate to serve the project and therefore no improvements to infrastructure are needed to serve the project. This project will have no impact on population growth either directly, indirectly, or cumulatively. No mitigation is required.</p>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13b. Response: (Source: CADME Land Use 2003 Layer) <p>No Impact. The project site does not currently support any housing as it is a public right-of-way. Thus, the project will not displace existing housing, necessitating the construction of replacement housing elsewhere. There will be no impact on existing housing either directly, indirectly, or cumulatively. 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
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13c. Response: <i>(Source: CADME Land Use 2003 Layer)</i> No Impact. The project site does not currently support any housing as it is a public right-of-way. Thus, the project will not displace any people, necessitating the construction of replacement housing elsewhere. This project will have no impact on people, necessitating the need for replacement housing either directly, indirectly, or cumulatively. No mitigation is required.				
14. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14a. Response: <i>(Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</i> No Impact. Station 1 (Downtown) is located approximately 0.30 mile northwest of the project site and will be the first responders to the project area. The project does not involve any new buildings that would result in the intensification of land use requiring additional fire protection services. The proposed project is the reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall. However, emergency vehicles (i.e., fire trucks) would still be able to access this segment by the removal of the bollards. As such, there will be no impact on the demand for additional fire facilities or services either directly, indirectly or cumulatively. No mitigation is required.				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14b. Response: <i>(Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)</i> No Impact. The project site is located within the North Policing Center. Orange Police Station and Fairmount Police Station are located within the North Policing Station and will serve the project area. <u>Riverside police currently and will continue to patrol downtown Riverside (including the project area) throughout the day to ensure the safety of the community.</u> The project does not involve any new buildings that would result in the intensification of land use requiring additional police protection services. The proposed project is the reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall. However, emergency vehicles (i.e., police vehicles) would still be able to access this segment by the removal of the bollards. As such, there will be no impact on the demand for additional police facilities or services either directly, indirectly or cumulatively. No mitigation is required.				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14c. Response: <i>(Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD)</i> No Impact. The proposed project does not include new housing and therefore would not generate an increase in resident population requiring educational facilities and services. Therefore, there will be no impact on the demand for additional school facilities or services either directly, indirectly or cumulatively. No mitigation is required.				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14d. Response: <i>(Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)</i>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
No Impact. The project does not propose residential uses and therefore would not result in an increased demand for parks. Therefore, there will be no impact on the demand for additional park facilities or services either directly, indirectly or cumulatively. No mitigation is required.				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14e. Response: (Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)				
No Impact. The proposed project would involve reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall. No housing or businesses are proposed as part of the project. As such, there will be no impact on the demand for additional public facilities directly, indirectly or cumulatively. No mitigation is required.				
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15a. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)				
No Impact. The project will not include new homes or businesses that would increase the use of existing parks or recreational facilities and thus no deterioration of existing facilities would occur. The proposed project would involve reconstruction of Main Street, between Tenth Street and Eleventh Street, to restrict vehicular access and street parking in order to extend the Pedestrian Mall thereby providing more walkability. Therefore, there will be no impact on the demand for additional recreational facilities either directly, indirectly or cumulatively. No mitigation is required.				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15b. Response: (Source: Proposed Project)				
No Impact. Refer to response 15a. The project will not include new recreational facilities or require the construction or expansion of recreational facilities. Therefore, there will be no impact to recreational facilities either directly, indirectly or cumulatively. No mitigation is required.				
16. TRANSPORTATION/TRAFFIC.				
Would the project result in:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16a. Response: (Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, SCAG’s RTP, and Traffic Impact Analysis: Main Street Pedestrian Mall Extension prepared by City of Riverside Public Works Department: Traffic Division in December 2016 (Appendix C)</i></p> <p>Less Than Significant Impact With Mitigation Incorporated. There are no bicycle lanes that run through the project area. There are no Riverside Transit Agency (RTA) bus routes or stops along the project site. The RTA Route 50 – Jury Trolley stop will not be impacted from the project. However, the City has been in coordination with RTA with regards to the recirculation of Route 50 - Jury Trolley as the project would restrict the Jury Trolley from traveling on Main Street, between Tenth Street and Eleventh Street. The recirculation of the Jury Trolley would not significantly impact the pick-up and drop-off frequency for the riders as it would generally remain the same. Implementation of the project would allow for increased walkability in the downtown area as the Pedestrian Mall would be extended. In order to improve pedestrian access and safety while also limiting wrong-way movements from Eleventh Street to the Main Street Pedestrian Mall extension, implementation of MM TRAF-1 shall be incorporated. Implementation of MM TRAF-1 will ensure that impacts related to pedestrian circulation would remain at less than significant levels.</p> <p><u>Mitigation Measure</u></p> <p>MM TRAF-1: <u>In order to discourage wrong-way movements from eastbound Eleventh Street towards the Main Street Pedestrian Mall Extension, prior to project completion, appropriate signage, raised pavement markers, and channelizers at the intersection of Main Street and Eleventh Street shall be installed.</u> installation of a two way left turn median along Eleventh Street that terminates in a raise median at the intersection of Main Street and Eleventh Street shall be constructed as well as the conversion of 15 angled parking stalls to nine parking stalls.</p> <p>Since the project will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street, there will be no increase in intensity of use as a result of the project that would cause increase in vehicular traffic. However, the closure of this segment would result in <u>4245 parking stalls (including one disabled parking stall) being eliminated and a redistribution of through vehicle trips onto surrounding roadways. Two disabled parking stalls in compliance with the Americans with Disabilities (ADA), including van accessibility, will be provided adjacent to the Riverside County Superior Court along Orange Street near Tenth Street and two timed parking stalls will be provided adjacent to Provident Bank along Tenth Street. Additionally, the existing loading zone on Tenth Street southeast of Main Street will be relocated further east near the steps and ADA ramp to the Courthouse. With the relocation of the existing loading zone, approximately two metered parking stalls along Tenth Street near Main Street will be provided.</u></p> <p>Motorists will likely continue to circulate along Tenth Street and Eleventh Street searching for parking. A Traffic Impact Analysis (TIA) by the City’s Public Works Department: Traffic Division dated December 2016 (Appendix C) was prepared for the project to determine whether the proposed project would affect the performance of the circulation system. The TIA considered Existing (2016), Existing (2016) Plus Project, Cumulative (2025) Without Project, and Cumulative (2025) With Project scenarios. Since the project is anticipated to be completed by mid-2017, a separate ‘opening year’ scenario was omitted. The Cumulative (2025) scenarios include planned projects that are anticipated to generate vehicular trips within the study area as well as a 2% annual background growth. The TIA used the methodologies outlined in the Transportation Research Board Highway Capacity Manual 2010, and the Synchro 9 software suite.</p> <p>In order to determine potential impacts related to the circulation system, the TIA evaluated levels of service (LOS) at five studied intersections as well as seven roadway segments. The five studied intersections include: Market Street at Tenth Street, Main Street at Tenth Street, Orange Street at Tenth Street, Market Street at Eleventh Street, and Main Street at Eleventh Street. The seven studied roadway segments include: Tenth Street between Market Street and Main Street, Tenth Street between Main Street and Orange Street, Market Street between Tenth Street and Eleventh Street, Main Street between Tenth Street and Eleventh Street, Orange Street between Tenth Street and Eleventh Street, Eleventh Street between Market Street and Main Street, and Main Street between Eleventh Street and Twelfth Street. A map of the study intersections and roadway segments with existing lane designations is shown in Figure 2 of the TIA (Appendix C).</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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Level of service (LOS) is an expression of the calculated average delay per vehicle at an intersection, using a traditional letter grade system. Intersections operating with little to no delay receive an LOS A, while intersections with significant delay operate at LOS F. The City allows LOS D to be used as the maximum acceptable threshold for the study intersections and roadways of Collector or Higher classifications. LOS C is to be maintained on all street intersections. A significant impact occurs at a study intersection when the peak hour LOS falls below C, or D per CCM-23, "Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis." Table 16-1 depicts the LOS based on the City's roadway capacity.

**Table 16-1
City of Riverside Roadway Capacity¹**

Roadway Classification	Number of Lanes	Two-Way Traffic Volume (ADT) ²		
		Service Level C	Service Level D	Service Level E
Local	2	2,500-2,799	2,800-3,099	3,100+
Collector (66' or 80')	2	9,900-11,199	11,200-12,499	12,500+
Arterial ³	2	14,400-16,199	16,200-17,999	18,000+
Arterial (88')	4	16,800-19,399	19,400-21,199	22,000+
Arterial (100')	4	26,200-29,599	29,600-32,999	33,000+
Arterial (120')	6	38,700-44,099	44,100-49,499	49,500+
Arterial (144')	8	50,600-57,799	57,800-64,999	65,000+

Notes:

¹ All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.

² Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.

³ Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.

Existing Traffic Volumes

Traffic turning movement volume counts were performed on a regular weekday during the AM and PM peak hours of traffic at study intersections, along with 24-hour directional counts on study roadway segments. Traffic counts were taken on a weekend during which a special event took place in downtown that was not accompanied by any road closures. While the counts are anticipated to be higher than most normal weekends, they were consistently lower than weekday counts and thus omitted from this analysis. Existing weekday traffic volumes are illustrated in Figure 3 of the TIA (Appendix C).

Table 16-2 shows the study intersections under Existing (2016) conditions. All intersections operate at acceptable LOS with the exception of Market Street at Eleventh Street, which operates at LOS E during the AM peak hour.

**Table 16-2
Existing (2016) Intersection Levels of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS
Market Street at Tenth Street	12.9	B	15.6	B
Main Street at Tenth Street	8.6	A	10.1	B
Orange Street at Tenth Street	11.7	B	12.7	B
Market Street at Eleventh Street	37.5	E	28.9	D
Main Street at Eleventh Street	8.7	A	8.0	A

Source: Appendix C.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Notes: LOS - Level of Service

Table 16-3 shows the study roadway segments under Existing (2016) operating conditions. All roadway segments operate at acceptable LOS.

**Table 16-3
Existing (2016) Roadway Levels of Service**

Roadway Segment	ADT	Capacity	V/C	LOS
Tenth Street between Market Street and Main Street	3,837	12,499	0.31	A-B
Tenth Street between Main Street and Orange Street	4,324	12,499	0.35	A-B
Market Street between Tenth Street and Eleventh Street	21,522	32,999	0.65	A-B
Main Street between Tenth Street and Eleventh Street	1,851	3,099	0.60	A-B
Orange Street (s/o Tenth Street)	2,367	10,599	0.22	A-B
Eleventh Street between Market Street and Main Street	829	12,499	0.07	A-B
Main Street (s/o of Eleventh Street)	1,851	3,099	0.60	A-B

Source: Appendix C.

Notes: ADT – Average Daily Trip; LOS - Level of Service

Project Circulation Changes

The project will restrict normal vehicular access along Main Street between Tenth Street and Eleventh Street. Because Main Street currently terminates at the pedestrian mall north of Tenth Street, it is primarily accessed by motorist searching for parking near the Superior Court of California – Riverside County. For purposes of a conservative analysis, it was assumed that all traffic displaced by the project would continue to circulate around the project study area in search of parking. A 0% dissipation rate was assumed for displaced vehicles searching for parking. While the recently completed Downtown Strategic Plan Review found that the average on-street parking rate was only 40% on a weekday, the 0% dissipation rate accounts for high parking demand adjacent to the Superior Court of California – Riverside County. Figure 4 of the TIA (Appendix C) illustrates the traffic volumes resulting from the proposed circulation changes, which are further analyzed under the Existing Plus Project scenario.

Existing Plus Project Traffic Conditions

Table 16-4 summarizes the peak hour LOS results at the five key study intersections for the Existing (2016) Plus Project traffic conditions.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 16-4
Existing (2016) Plus Project Intersection Levels of Service**

Intersection	AM Peak Hour		PM Peak Hour		Potentially Significant Impact?
	Delay (seconds)	LOS	Delay (seconds)	LOS	
Market Street at Tenth Street	15.0	B	17.1	B	No
Main Street at Tenth Street	9.9	A	10.8	B	No
Orange Street at Tenth Street	13.1	B	13.2	B	No
Market Street at Eleventh Street (without improvements)	60.2	F*	38	E*	Yes
Market Street at Eleventh Street (with improvements)	13.9	B	14.7	B	No
Main Street at Eleventh Street	9.0	A	8.2	A	No

Source: Appendix C.

Notes: LOS - Level of Service

* This intersection operates at a deficient LOS without the project, but the addition of redirected traffic is anticipated to further increase the delay for the side streets. Restricting Eleventh Street egress to right turns (while maintaining all turns for ingress) alleviates delays. Re-routing traffic that would have otherwise completed a left or a through movement did not generate appreciable increases in delays at other study intersections.

Based on Table 16-4, traffic under the Existing (2016) Plus Project traffic conditions would not significantly impact studied intersections with the exception of Market Street at Eleventh Street without improvements when compared to LOS standards (LOS E to LOS F during AM peak hour and LOS D to LOS E during PM peak hour). **MM TRAF-2** shall be implemented to reduce potentially significant impacts to less than significant levels. Implementation of **MM TRAF-2** would improve LOS at Market Street at Eleventh Street to LOS B in the Existing Plus Project scenario. As such, impacts under Existing Plus Project would be reduce to **less than significant with mitigation incorporated**. Refer to Figure 8 in the TIA (Appendix C) which illustrates the proposed improvements.

Mitigation Measure

MM-TRAF-2: Prior to project completion, installation of raised medians at the east and west approaches to Market Street at Eleventh Street shall be installed in order to limit movements from Eleventh Street on to Market Street to right turns only. Full left turn and right turn access shall be maintained from Market Street on to Eleventh Street.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 16-5 summarizes the peak hour LOS results at seven study roadway segments for the Existing (2016) Plus Project traffic conditions.

**Table 16-5
Existing (2016) Plus Project Roadway Levels of Service**

Roadway Segment	ADT	Capacity	V/C	LOS	Potentially Significant Impact?
Tenth Street between Market Street and Main Street	5,432	12,499	0.43	A-B	No
Tenth Street between Main Street and Orange Street	5,532	12,499	0.44	A-B	No
Market Street between Tenth Street and Eleventh Street	23,117	32,999	0.70	A-B	No
Main Street between Tenth Street and Eleventh Street	N/A	N/A	N/A	N/A	N/A
Orange Street (s/o Tenth Street)	3,575	10,599	0.34	A-B	No
Eleventh Street between Market Street and Main Street	2,424	12,499	0.19	A-B	No
Main Street (s/o of Eleventh Street)	2,494	3,099	0.80	A-B	No

Source: Appendix C.

Notes: LOS – Level of Service; ADT – Average Daily Trip; N/A – Not Applicable.

Based on Table 16-5, after redistributing trips, all roadway segments continue to operate at acceptable levels of service in the Existing Plus Project scenario.

Cumulative (2025) Without Project

Table 16-6 represents the planned growth surrounding the proposed project. Their estimated volumes were distributed through the study network and added to the existing traffic volumes to partially develop the cumulative (2025) scenario. In addition to trips associated with anticipated cumulative projects, a 2% annual growth rate was applied to the existing traffic volumes, resulting in a total 19.5% background growth of existing traffic volumes between the existing (2016) and cumulative (2025) scenarios. The addition of cumulative project trips and the 19.5% background growth represents a conservative estimate of growth within the study area.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 16-6
Cumulative (2025) Without Project Conditions**

Distribution % Rate (Trips per TSF)	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
[1] Fox Plaza (Blocks surrounding Mission Inn Avenue and Market Street)							
Fox Plaza (Trip Generation from 2007 EIR) (Subtotal)	226	374	600	271	156	427	6,767
Approximately 5% of the traffic for the Fox Plaza was assumed to travel N/S on Market Street, and another 5% on Orange Street. These 5% increments were applied to the cumulative volumes as calculated below.							
Fox Plaza (5%)	11	19	N/A	14	8	N/A	338
[2] Public Defender Building (Northwest corner of Main Street and Eleventh Street)							
Government Office Rates	84%	16%	5.88	74%	26%	11.03	68.93
Trips (Subtotal)	114	22	136	189	66	255	1,593
Trips calculated as 23.1 TSF (8 floors) of government office building LUC [730]							
[3] Chow Alley (NW Corner of Main Street and Eleventh Street)							
Retail Rates	62%	38%	Eqn.	48%	52%	Eqn.	Eqn.
Retail Trips (-15%)	12	7	19	28	30	58	700
Restaurant Rates	55%	45%	10.81	60%	40%	8.54	127.15
Restaurant Trips (-15%)	49	40	89	42	28	70	1,036
Restaurant Trips (-25%)	36	30	66	32	21	53	777
Coffee House Rates	51%	49%	108.38	50%	50%	40.75	851*
Coffee House Trips (-15%)	47	45	92	17	17	34	723
Coffee House Trips (-25%)	35	34	69	13	13	26	542
Trips (Subtotal no pass by)	108	92	200	87	75	290	2,459
Trips (Subtotal with pass by)	83	71	154	73	64	137	2,019
Trips calculcated as: 3.9 TSF Shopping Center LUC [820] using provided fitted-curve equations(shown above as Eqn.), 1.2 TSF + 8.4 TSF (outdoor living) = 9.6 TSF High Turnover (Sit-Down) Restaurant LUC [932], 1 TSF Coffee Shop without Drive-Through Window LUC [936], a 15% internal capture/walking reduction rate was assumed, a 25% pass-by for restaurant & coffee uses was assumed. 55% of trips were assumed in/out along Market Street, 20% in Market Street to the south, 25% in Main Street, and 45% out to Main Street.							
[4] Imperial Hardware Lofts and [5] Culver Lofts							
Lofts (Trip Generation from TIA) (Subtotal)	67	73	140	105	85	190	1,733
The TIA for the Imperial Hardware Lofts assumed a small proportion of traffic will be assigned to intersections relevant to this project (i.e., 5 or less trips in the peak hour). 5% of inbound/outbound daily traffic will be added on Orange Street, and 35% along Market Street. 5 peak hour trips will be assigned in the N/S direction for all scenarios along Market Street and Orange Street. The nearby Culver Lofts project was conservative assumed to generate 50% of the trips generated by Imperial Hardware.							

Source: Appendix C.

Notes: * Daily rate not available for LUC 936, rate used is a proportional adjustment of LUC 937 calculated by comparing peak hour rates for both uses.

Figure 5 of the TIA (Appendix C) present the anticipated peak hour and daily traffic volumes to be generated by cumulative projects within the project area. These trips, along with the compounding annual growth rate, were used in developing

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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volumes for the cumulative (2025) with and without project scenarios. The volumes for the cumulative (2025) scenarios are illustrated in Figures 6 and 7 of the TIA (Appendix C).

Table 16-7 summarizes the peak hour LOS results at the five key study intersections for the Cumulative (2025) Without Project traffic conditions.

Table 16-7
Cumulative Scenario (2025) Without Project Intersection Levels of Service

Intersection	AM Peak Hour		PM Peak Hour		Potentially Significant Impact?
	Delay (seconds)	LOS	Delay (seconds)	LOS	
Market Street at Tenth Street	15.9	B	20.4	C	No
Main Street at Tenth Street	9.5	A	12.2	B	No
Orange Street at Tenth Street	12.1	B	12.9	B	No
Market Street at Eleventh Street (with improvements) ¹	16.2	C	17.5	C	No
Main Street at Eleventh Street	10.7	B	9.6	A	No

Source: Appendix C.

Notes: LOS - Level of Service

¹ Improvements as spelled out in MM TRAF-2.

Based on Table 16-7, all intersections are anticipated to operate at acceptable LOS under the Cumulative (2025) Without Project traffic conditions. As previously discussed under Existing Plus Project scenario, **MM TRAF-2** shall be implemented to reduce potentially significant impacts at Market Street at Eleventh Street to less than significant levels. Implementation of **MM TRAF-2** would improve LOS at Market Street at Eleventh Street to LOS C in the Cumulative (2025) Without Project scenario. As such, impacts under Cumulative (2025) Without Project would be reduce to **less than significant with mitigation incorporated**. Refer to Figure 8 in the TIA (Appendix C) which illustrates the proposed improvements.

Table 16-8 summarizes the peak hour LOS results at the seven study roadway segments for the Cumulative (2025) Without Project traffic conditions.

Table 16-8
Cumulative Scenario (2025) Roadway Levels of Service

Roadway Segment	ADT	Capacity	V/C	LOS	Potentially Significant Impact?
Tenth Street between Market Street and Main Street	4,982	12,499	0.40	A-B	No
Tenth Street between Main Street and Orange Street	5,564	12,499	0.45	A-B	No
Market Street between Tenth Street and Eleventh Street	29,289	32,999	0.89	A-B	No
Main Street between Tenth Street and Eleventh Street	2,212	3,099	0.71	A-B	No
Orange Street (s/o Tenth Street)	2,829	10,599	0.27	A-B	No
Eleventh Street between Market Street and Main Street	4,029	12,499	0.32	A-B	No
Main Street (s/o of Eleventh Street)	2,212	3,099	0.71	A-B	No

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

Notes: LOS – Level of Service; ADT – Average Daily Trip.

Based on Table 16-8, all roadway segments continue to operate at acceptable levels of service in the Cumulative (2025) Without Project scenario.

Cumulative (2025) With Project

Table 16-9 summarizes the peak hour LOS results at the five key study intersections for the Cumulative (2025) With Project traffic conditions.

**Table 16-9
Cumulative (2025) With Project Intersection Levels of Service**

Intersection	AM Peak Hour		PM Peak Hour		Potentially Significant Impact?
	Delay (seconds)	LOS	Delay (seconds)	LOS	
Market Street at Tenth Street	20.8	C	23.6	C	No
Main Street at Tenth Street	11.5	B	13.5	B	No
Orange Street at Tenth Street	13.8	B	13.2	B	No
Market Street at Eleventh Street (with improvements) ¹	20.4	C	23.3	C	No
Main Street at Eleventh Street	11.1	B	9.8	A	No

Source: Appendix C.

Notes: LOS - Level of Service

¹ Improvements as spelled out in MM TRAF-2.

Based on Table 16-9, all intersections are anticipated to operate at acceptable LOS under the Cumulative (2025) Without Project traffic conditions. As previously discussed under Existing Plus Project scenario, **MM TRAF-2** shall be implemented to reduce potentially significant impacts at Market Street at Eleventh Street to less than significant levels. Implementation of **MM TRAF-2** would improve LOS at Market Street at Eleventh Street to LOS C in the Cumulative (2025) With Project scenario. As such, impacts under Cumulative (2025) With Project would be reduce to **less than significant with mitigation incorporated**. Refer to Figure 8 in the TIA (Appendix C) which illustrates the proposed improvements.

Table 16-10 summarizes the peak hour LOS results at the seven study roadway segments for the Cumulative (2025) With Project traffic conditions.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 16-10
Cumulative (2025) With Project Roadway Levels of Service**

Roadway Segment	ADT	Capacity	V/C	LOS	Potentially Significant Impact?
Tenth Street between Market Street and Main Street	6,888	12,499	0.55	A-B	No
Tenth Street between Main Street and Orange Street	7,008	12,499	0.56	A-B	No
Market Street between Tenth Street and Eleventh Street	31,195	32,999	0.95	D*	No
Main Street between Tenth Street and Eleventh Street	N/A	N/A	N/A	N/A	N/A
Orange Street (s/o Tenth Street)	4,272	10,599	0.40	A-B	No
Eleventh Street between Market Street and Main Street	5,935	12,499	0.47	A-B	No
Main Street (s/o of Eleventh Street)	2,980	3,099	0.96	C	No

Source: Appendix C.

Notes: LOS – Level of Service; ADT – Average Daily Trip; N/A – Not Applicable.

* Policy CCM-2.3: Maintain LOS D or better of Arterial Streets wherever possible. At key locations, such as a City Arterial that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case by case basis.

As shown on Table 16-10, all roadway segments continue to operate at acceptable levels of service in the Cumulative (2025) With Project scenario.

Based on the above discussion, the proposed project would result in less than significant impacts with mitigation incorporated related to circulation and congestion directly, indirectly and cumulatively.

b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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16b. Response: *(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG's RTP and Traffic Impact Analysis: Main Street Pedestrian Mall Extension prepared by City of Riverside Public Works Department: Traffic Division in December 2016 (Appendix C))*

Less Than Significant with Mitigation Incorporated. As discussed under Threshold 16a above, the intersection of Market Street at Eleventh Street operates at LOS E under Existing (2016) conditions. The redistribution of traffic as a result of the closure of Main Street, between Tenth Street and Eleventh Street, would decrease the LOS to LOS F. As such, implementation of **MM TRAF-2** shall be incorporated. Implementation of **MM TRAF-2** would improve LOS at Market Street at Eleventh Street to LOS B under Existing (2016) Plus Project scenarios and to LOS C under cumulative scenarios. As such, the proposed project would result in **less than significant impacts with mitigation incorporated** related to congestion directly, indirectly and cumulatively.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16c. Response: <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas)</i> No Impact. The project site is located approximately 1.8 miles southeast of Flabob Airport. However, the project site is not located within the Flabob Airport land use compatibility plan or any other airport land use compatibility plan. The proposed project does not include uses or activities that would generate the need for air traffic. Thus, the project will not change air traffic patterns, increase air traffic levels or change the location of air traffic patterns. As such, this project will have no impact directly, indirectly or cumulatively on air traffic patterns. No mitigation is required.				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16d. Response: <i>(Source: Project Site Plan)</i> No Impact. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. The proposed project includes reconstructing approximately 25,000 square feet of the project area flush with the sidewalk. All construction would be appropriately staged and construction controls including temporary signage, access, detours, and fencing would be provided during construction activities. New curb and gutter with pedestrian ramps will be constructed along Tenth Street and Eleventh Street to provide adequate ADA accessibility at the each side of the Main Street project terminus. This segment of the roadway will be designed to restrict (i.e., bollards) vehicular access. Stop signs and crosswalks will remain at the intersections for the safe travel of pedestrians along with minor vehicular circulation modifications on Eleventh Street between Tenth Street and Market Street. As such, the project will have no impact on increasing hazards through design or incompatible uses either directly, indirectly or cumulatively. No mitigation is required.				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16e. Response: <i>(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</i> Less Than Significant Impact. The project site would be temporarily unavailable to emergency vehicles during short-term construction in order to make the project area flush with the sidewalk. However, emergency vehicles would still be able to reach businesses along this segment of Main Street via Tenth Street and Eleventh Street. The proposed project has been designed to restrict vehicular access with the use of bollards. However, emergency vehicles would still be able to access this segment by the removal of the bollards. Therefore, there will be a less than significant impact directly, indirectly or cumulatively to emergency access. No mitigation is required.				
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16f. Response: <i>(Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)</i> Less Than Significant Impact. There are no bicycle lanes that run through the project area. There are no RTA bus routes or stops along the project site. The RTA Route 50 – Jury Trolley stop will not be impacted from the project. However, the City has been in coordination with RTA with regards to the recirculation of Route 50 - Jury Trolley as the project would restrict the Jury Trolley from traveling on Main Street, between Tenth Street and Eleventh Street. The recirculation of the Jury Trolley would not significantly impact the pick-up and drop-off frequency for the riders as it would generally remain the same. Implementation of the project would allow for increased walkability in the Downtown area as the Main Street Pedestrian Mall would be extended. As such, the project will have a less than significant impact directly, indirectly or cumulatively on adopted policies, plans, or programs supporting alternative transportation. No mitigation is required.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SYSTEM SERVICES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17a. Response: No Impact. The project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). The project is located on a site that is currently developed with a public right-of-way. No modification or connection to the existing wastewater facility is proposed as part of the project. Therefore, there will be no impact directly, indirectly, or cumulatively to wastewater treatment. No mitigation is required.				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17b. Response: <i>(Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR)</i> No Impact. The proposed project is not a use that generates population growth requiring substantial amount of water or wastewater demands. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. Existing landscape medians will be modified based on the new geometry from making the project area flush with the existing sidewalk. Other than the need for a temporary water supply during construction activities for erosion control purposes and the minor modifications of the existing irrigation system, no additional potable water improvements will be required for the completion of the project. Due to the limited water requirements for the proposed project, sufficient water supplies would be available to serve the project from Riverside Public Utilities. No modification or connection to the existing wastewater facility are proposed as part of the project. Therefore, the project will have no impact related to the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively. No mitigation is required.				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17c. Response: <i>(Source: FPEIR Figure 5.16-2 - Drainage Facilities)</i> No Impact. The proposed project will not result in an increase of impervious surface areas. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. During short-term construction, a meter will be attached to the existing fire hydrant for dust control BMP. Existing landscape medians will be modified based on the new geometry that could allow for more percolation. Area inlets will be provided throughout the pedestrian mall extension and will connect to an existing 12-inch RCP along Eleventh Street. Consequently, project storm water flows is anticipated to be similar compared to existing conditions. Therefore, the project will have no impact on the storm water drainage facilities and would not require the expansion of existing facilities directly, indirectly or cumulatively. No mitigation is required.				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17d. Response: <i>(Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025, RPU Master Plan)</i>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>No Impact. Water service to the project site is provided by Riverside Public Utilities. The proposed project is not a use that generates population growth requiring substantial amount of water demands. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. Existing landscape medians will be modified based on the new geometry from making the project area flush with the sidewalk. Due to similar water requirements needed for irrigation purposes, sufficient water supplies would be available to serve the project from Riverside Public Utilities. Therefore, this project was found to have no impact on water supplies either directly, indirectly or cumulatively. No mitigation is required.</p>				
<p>e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17e. Response: (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, and Wastewater Integrated Master Plan and Certified EIR)</p> <p>No Impact. The project is located on a site that is currently developed with a public right-of-way. No modification or connection to the existing wastewater facility is proposed as part of the project. Since the project will remain a public right-of-way, consistent with the GP 2025, no impact to wastewater treatment directly, indirectly or cumulatively will occur. No mitigation is required.</p>				
<p>f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17f. Response: (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area)</p> <p>Less Than Significant Impact. The project is not a use that generates substantial amounts of solid waste. The project site is an existing public right-of-way and will remain a public right-of-way after reconstruction of Main Street, between Tenth Street and Eleventh Street. The project will include trash cans throughout the Pedestrian Mall extension. Since the project will remain a public right-of-way, consistent with the GP 2025, the project is anticipated to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Therefore, the project will have a less than significant impact to landfill capacity will occur directly, indirectly or cumulatively. No mitigation is required.</p>				
<p>g. Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17g. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)</p> <p>No Impact. The project will include trash cans throughout the Pedestrian Mall extension and will comply with all state and local statutes or regulations related to solid waste generation and disposal, including the California Integrated Waste Management Act as amended and the City of Riverside Municipal Code, Title 6, Health and Sanitation. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. There are no federal regulations or statutes related to solid waste that apply to the project. Since the project must comply with state and local statutes and regulations related to solid waste during construction and operation of the project, no impacts related to solid waste statutes will occur directly, indirectly or cumulatively. 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
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18a. Response: (Source: General Plan 2025 – Figure OS-6 – Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D, and Title 20 of the Riverside Municipal Code)</p> <p>Less Than Significant Impact with Mitigation Incorporated. Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study, and were all found to have no impact. Potential impacts to historical and paleontological resources were discussed in the Cultural Resources Section of this Initial Study, and were found to be less than significant. Potential impacts related to archaeological resources were discussed in the Cultural Resources Section of this Initial Study, and was found to be less than significant with mitigation incorporated.</p>				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18b. Response: (Source: Traffic Impact Analysis: Main Street Pedestrian Mall Extension prepared by City of Riverside Public Works Department: Traffic Division in December 2016 (Appendix C))</p> <p>Less Than Significant Impact with Mitigation Incorporated. As discussed under Transportation and Traffic of the Initial Study and based on Table 16-9 above, all intersections are anticipated to operate at acceptable LOS under the Cumulative (2025) Without Project traffic conditions. As previously discussed under Existing Plus Project scenario, MM TRAF-2 shall be implemented to reduce potentially significant impacts at Market Street at Eleventh Street to less than significant levels. Implementation of MM TRAF-2 would improve LOS at Market Street at Eleventh Street to LOS C in the Cumulative (2025) With Project scenario. As such, impacts under Cumulative (2025) With Project would be reduced to less than significant with mitigation incorporated.</p> <p><u>In addition to direct impacts resulting from the proposed project (as described in Sections 1 through 17 of the Initial Study), this Initial Study/MND considers the project’s potential incremental effects that may be cumulatively considerable. Mitigation measures identified in the applicable sections of this Initial Study/MND would reduce project-specific impacts. No cumulatively considerable impacts attributable to the project’s incremental environmental effects have been identified. With implementation of mitigation measures, there is no substantial evidence that there would be cumulatively considerable impacts associated with the project.</u></p>				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18c. Response: (Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)</p> <p>Less Than Significant Impact with Mitigation Incorporated. Effects on human beings were evaluated as part of the aesthetics, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
quality, noise, population and housing, public services, recreation, transportation and traffic, and utilities and services systems sections of this Initial Study and all were found to have either no impact or less than significant impact based on the above analysis except for transportation and traffic under the cumulative scenario which will result in a less than significant impact with mitigation incorporated .				

References

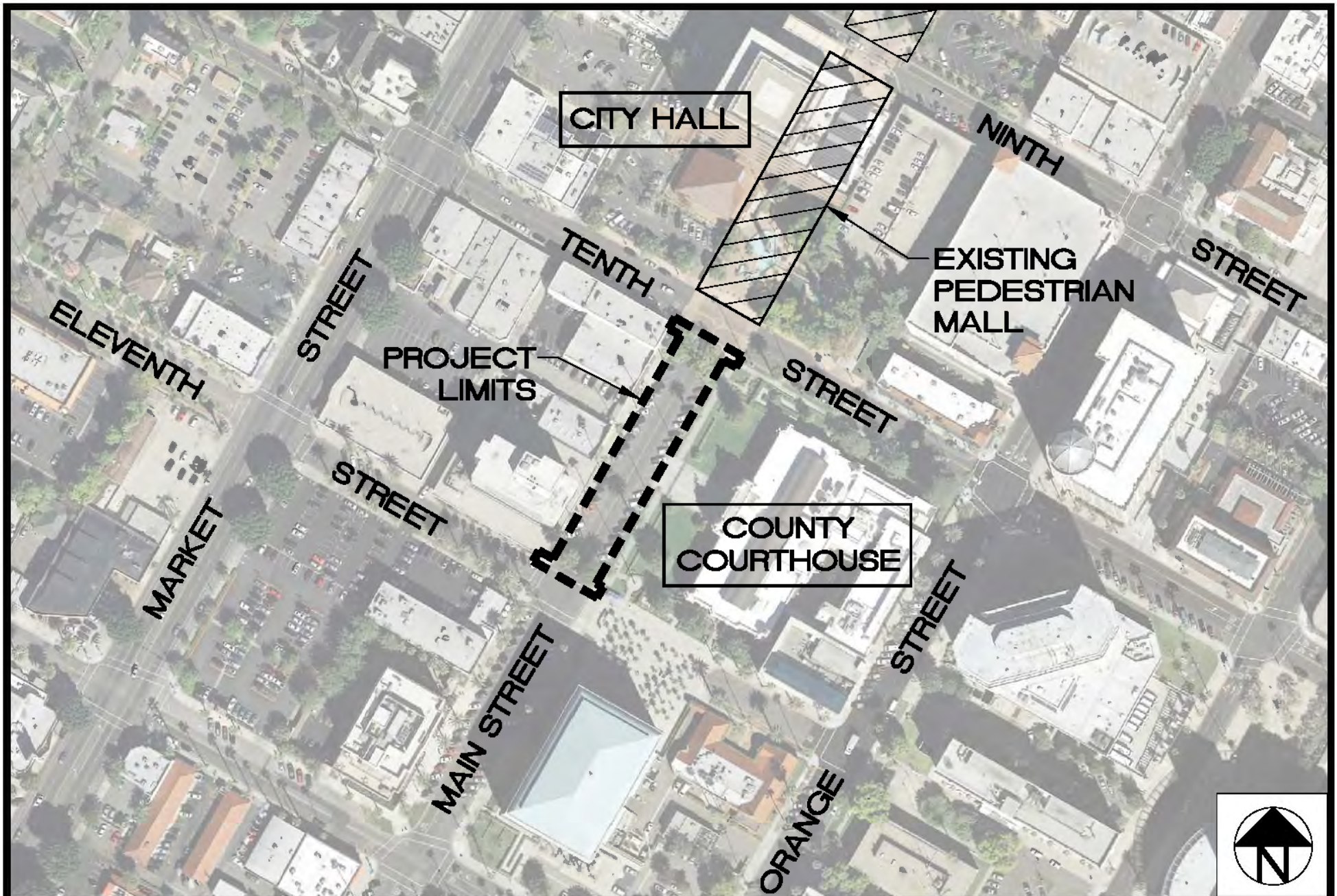
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- Note:** Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151, Public Resources Code; Sundstrom v. County of Mendocino, 202 Cal.App.3d 296 (1988);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

Staff Recommended Mitigation Measures

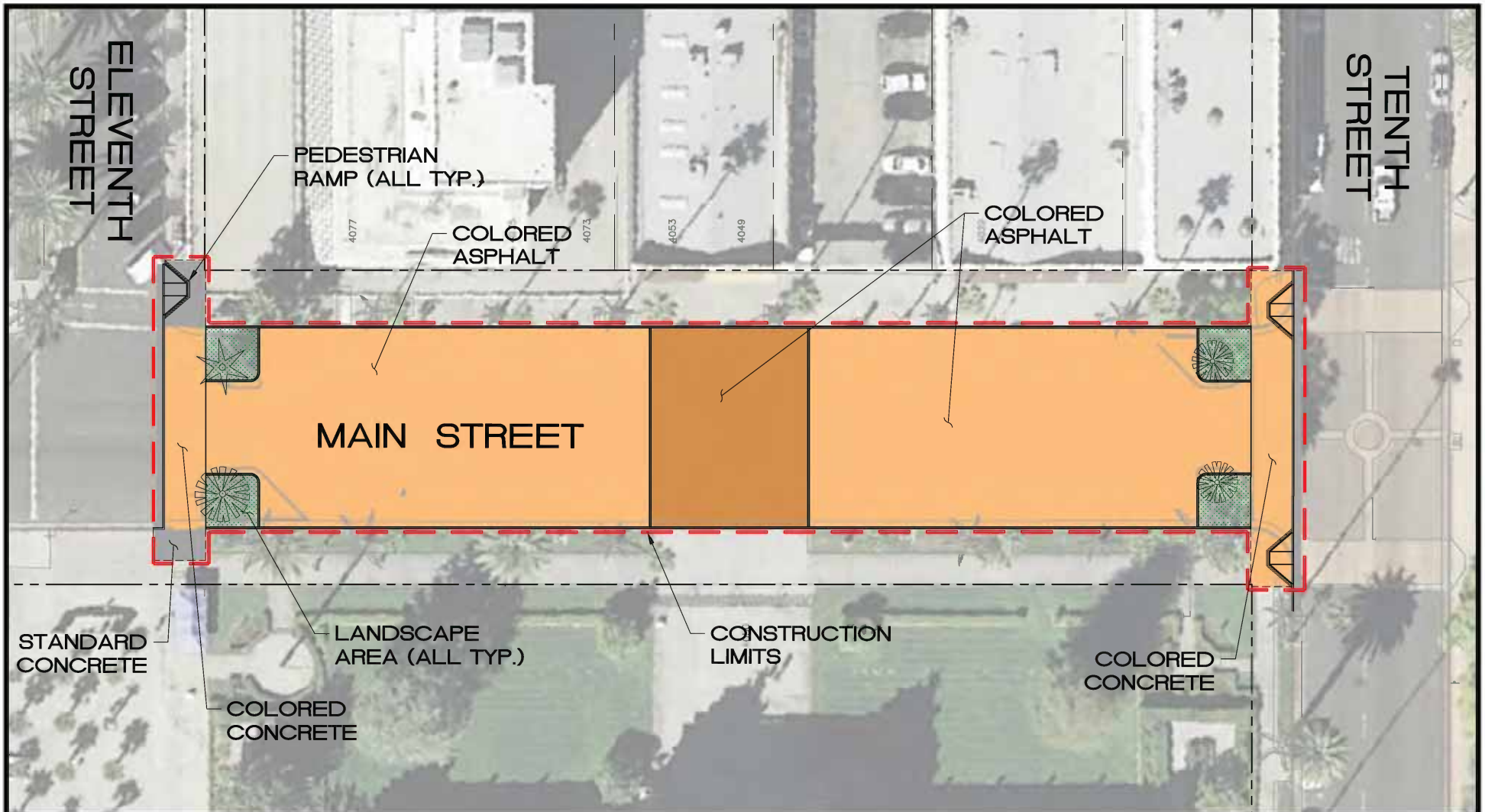
Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method
Cultural Resources	MM CUL-1: Archaeological Monitoring: Prior to earth-disturbing activities, the City shall hire a qualified archaeologist to monitor the project site. In the event archaeological resources are identified during earthmoving activities, further work in the area should be halted until the nature and significance of the find can be assessed by a qualified archaeologist.	Prior to issuance of grading permit.	Public Works	Evidence that a qualified archaeological monitor has been retained.
	MM CUL-2: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries: <ol style="list-style-type: none"> 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and 2. Treatment and Final Disposition: The City shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The City shall relinquish the artifacts through one or more of the following methods: <ol style="list-style-type: none"> a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall 	Construction	Public Works	

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method
	<p>include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.</p> <p>b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.</p> <p>c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default.</p>			
Transportation And Traffic	<p>MM TRAF-1: <u>In order to discourage wrong-way movements from eastbound Eleventh Street towards the Main Street Pedestrian Mall Extension, Prior to project completion, appropriate signage, raised pavement markers, and channelizers at the intersection of Main Street and Eleventh Street shall be installed.</u> installation of a two-way left turn median along Eleventh Street that terminates in a raise median at the intersection of Main Street and Eleventh Street shall be constructed as well as the conversion of</p>	Prior to project completion and permit sign off.	Public Works, Engineering Division	

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method
	15 angled parking stalls to nine parking stalls.			
	MM TRAF-2: Prior to project completion, installation of raised medians at the east and west approaches to Market Street at Eleventh Street shall be installed in order to limit movements from Eleventh Street on to Market Street to right turns only. Full left turn and right turn access shall be maintained from Market Street on to Eleventh Street.	Prior to project completion and permit sign off.	Public Works, Engineering Division	

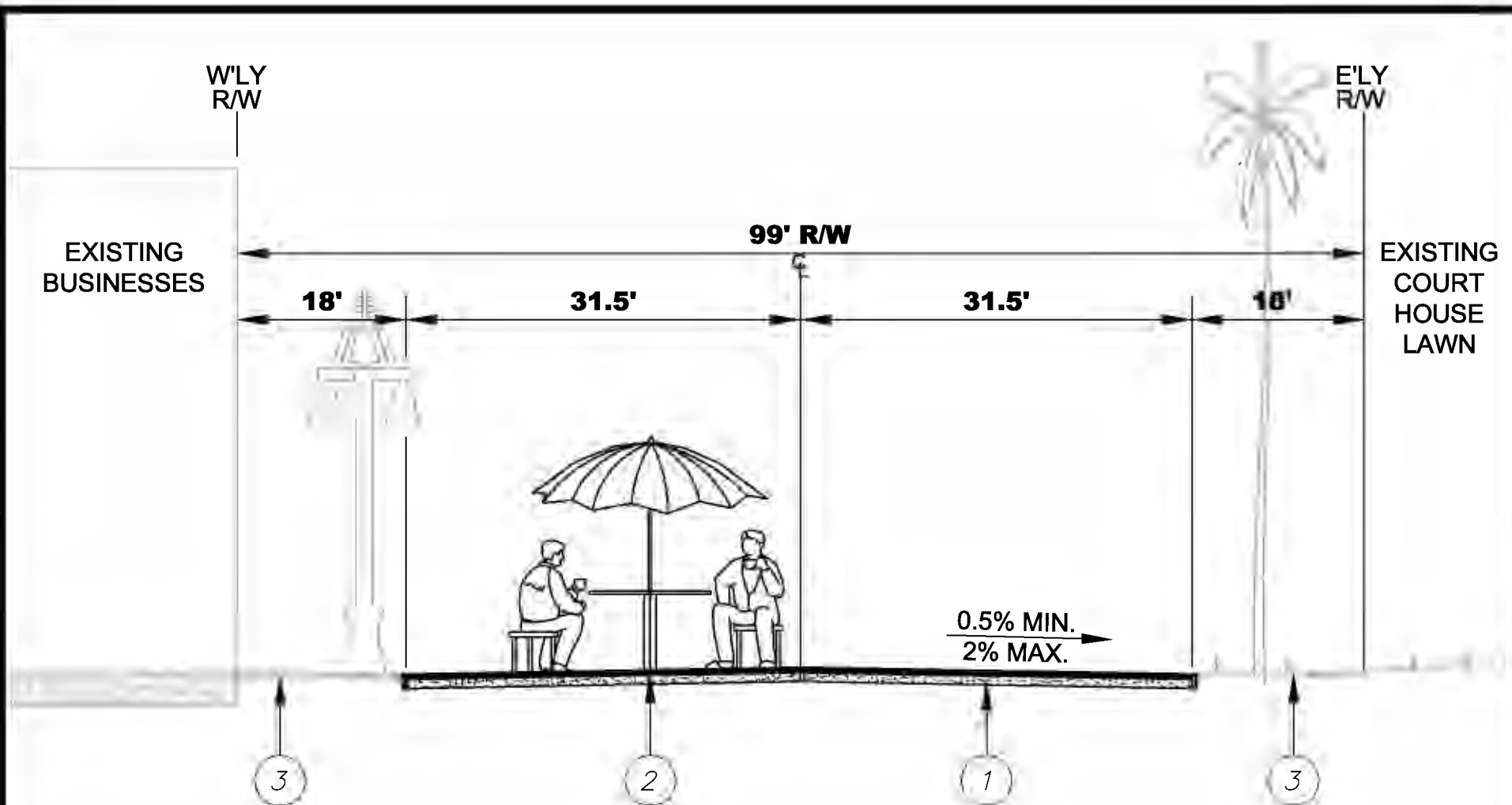


MAIN STREET MODIFICATIONS FROM TENTH STREET TO ELEVENTH STREET
FIGURE 1 - LOCATION MAP



MAIN STREET MODIFICATIONS FROM TENTH STREET TO ELEVENTH STREET
FIGURE 2 - PRELIMINARY EXHIBIT





- 1 REMOVE EXISTING CURB, GUTTER, AND PAVEMENT, AND CONSTRUCT NEW COLORED ASPHALT PAVEMENT TO DRAIN AT 0.5% MINIMUM TO 2% MAXIMUM TOWARDS OUTSIDE EDGES OF NEW PEDESTRIAN MALL AREA INTO NEW TRENCH DRAIN SYSTEM ALONG EDGES.
- 2 INSTALL NEW PUBLIC LOUNGING FACILITIES INCLUDING TABLES , SEATING, AND UMBRELLAS.
- 3 PROTECT IN PLACE EXISTING PARKWAYS INCLUDING STREET LIGHTING, LANDSCAPING, AND SIDEWALK. REMOVE ALL OTHER FACILITIES INCLUDING PARKING METERS AND SIGNS.

**MAIN STREET MODIFICATIONS FROM TENTH STREET TO ELEVENTH STREET
FIGURE 3 - TYPICAL SECTION**